

BERNHARD SCHULTE GmbH & CO. KG

Description STX 2.600 TEU improved

M/V "CAP BON" Ex M/V "CATHARINA SCHULTE"

Built: 1st December 2006; Flag: Malta; Call Sign: 9HA2792

IMO number: 9302956 - Official number: 9302956

Satellite Phone: 765 089 718 Fax: 765 089 720

E-mail address: master.cap-bon@amosconnect.com

Telex (Inmarsat C): 421 589 110

Type: Cellular geared Container Vessel
Class: GL/ +100A1, Container Ship, CCSA, IWS, L1+LMC, UMC
Built: 2006 - STX Shipbuilding Co. Chinhae / South Korea
Tonnage: International about 26671 / 12679 GT / NT
Suez about 27744.06 / 22.420.44 GT / NT
Panama about PC/UMC 23653 NT
DWAT/Draft: about 34.000 mtns on about 11,50 scantling draft
Dimensions: Length over all: about 210,00 m Breadth moulded: about 30,10 m
Length between pp: about 198,80 m Depth moulded: about 16,70 m

Containers: All intakes are always subject to vessel's stability, trim, deadweight, permissible weights, permissible lashing gear break loads, container lashing plan, ranges of visibility, Panama Canal regulations and OSHA rules in which case intakes and stack weights can be considerably reduced.

In holds:	938 TEU	alt.	451 FEU plus 30 TEU
<u>On deck:</u>	<u>1.634 TEU</u>	<u>alt.</u>	<u>786 FEU plus 62 TEU</u>
Total:	2.572 TEU	alt.	1.237 FEU plus 92 TEU

Intake basis Panama Canal range of visibility: 2390 TEU

Intake of 45' containers: 290 x 45' on deck

Homogeneous intake at 14 mtns: 1840 TEU (basis half bunkers)

High cube containers: 2 tiers in all holds except hold No.1)

Container fittings: Fully cellularized in holds for 40' units. Fitted with loose lashings for 20'/40'/45' units (OSHA).

Reefer connections: 600 reefer plugs fitted, 250 in holds/350 on deck
(440 V / 60 Hz / 7 kW / 3 phases / 3 hours)
Reefer monitoring system (PCT) fitted.

Stackloads:	20' units	40' units
Tanktop:	150 t	180 t
On deck:	80 t	100 t

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Distribution of container weights within a single 20'/40' stack on deck to comply with the board manual for stowage and lashing of containers approved by class.

5 Holds/10 Hatches: 1F: 12.60 x 15.36/10.32 m
1A: 12.60 x 20.40/15.36 m
2F: 12.60 x 25.72/20.40 m
No 2A-5A: 12.60 x 25.72 m

Hatchcovers: Pontoon type hatch covers, open construction
3 Hatch cover panels per Hatch, except no. 1F (2 Panels)
Panel weight: max. 34 mtns (excluding loose lashing material)

Cargo Gear: 4 El 'Hydraulic Cargo Cranes, "Liebherr"
Lifting Capacity 45mtns/40mtns at 26,50 m/29,50 m outreach

Tank capacities: IFO 3950 cbm - MDO 150 cbm - Water ballast 9591 cbm
Endurance: 18.700 nm

Main engine: STX MAN-B&W 8S70MC-C (MK-VII) – 33,760 BHP at 91 RPM MCR
Auxiliaries: 4 x STX MAN-B&W Holeby 8L28/32H – 2.000 HP at 720 RPM
(connected to generator with 1.600 kW)

Speed/consumption: about 22,1 knots on about 89,5 mtns at 11,50 m scantling draft plus about 6 mtns for one auxiliary engine basis no reefers connected, clean/smooth bottom, even keel, deep and current less water/sea with a temperature of max. 28 degrees Celsius, wind max. Bft. 3 and sea not exceeding Douglas sea state 2.
No MDO at sea/in port except in case of emergency or when Auxiliaries/Generators are running below 50 pct power.
Charterers to provide sufficient quantity of MDO during sea passages for operating auxiliaries/generators in case reduced loads or an emergency.

Port consumption: about 6,5 mtns daily when idle
upto 15 mtns daily with reefers

Fuel specification: ISO 8217:2005 or any subsequent amendment thereof RMG380 or better for IFO / DMB or better for MDO. MARPOL Annex 6 to be observed in any case. Should vessel trade to areas where low sulphur fuel is required, Charterers to supply same.
Charterers shall only supply suitable fuels to enable main propulsion and auxiliary machinery to operate efficiently and without harmful effects. Fuels to be mineral based products, stable and homogeneous and shall not contain waste lubricants, chemicals or any other harmful substances. Fuels to be in line with any national/international requirements as regards fuel quality. Sludge removal, if any, to be always for Charterers' account and time.

