

# BERNHARD SCHULTE GmbH & CO. KG

## M/V 'FRIEDRICH SCHULTE'

Built 06/2002 – Cyprus Flag - Call Sign: P 3 H G 9

IMO number: 9247950 - Official number: 9247950

Satcom B phone: 320 922 010 telex : 320 922 011 fax : 320 922 012

Satcom C telex : 420 922 010

## M/V 'ARNOLD SCHULTE'

Built 03/2002 – Cyprus Flag - Call Sign: P 3 F T 9

IMO number: 9247948 - Official number: 9247948

Satcom B phone: 320 922 010 telex : 320 922 011 fax : 320 922 012

Satcom C telex : 420 922 010

Type: Cellular Container Vessel – engine/bridge semi-aft  
Class: DNV, \*1A1 Container Carrier E0 DG-P  
Built: Hyundai Heavy Industries, Ulsan, South Korea  
Tonnage: International 35.589 / 17.608 GT / NT  
Suez 37.223,88 / 30.877,82 GT / NT  
Panama 35.589 / 32.143 GT / NT  
DWAT/Draft: about 40.955 mtns on about 11,80 m scantling draft  
Dimensions: Length over all: about 232,03 m Breadth moulded: about 32,20 m  
Length between pp: about 221,00 m Depth to main deck: about 19,50 m

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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: 1.377 TEU alt. 669 FEU plus 39 TEU  
On deck: 1.900 TEU plus 89 FEU alt. 1.023 FEU plus 10 TEU  
Total: 3.277 TEU plus 89 FEU alt. 1.692 FEU plus 49 TEU

Intake basis Panama Canal range of visibility: 3.134 TEU  
Intake of 45' containers: 364 x 45' on deck  
Homogeneous intake at 14 mtns: about 2.370 TEU  
High cube containers: 2 tiers 9'6" high units can be loaded in each hold

Container fittings: fully cellularized in holds for 40' units. Fitted with loose lashings for 20'/40'/45' units (OSHA). Flexible 20'/40' stowage on deck, except for aft most bay which is for 40' units only.

Reefer connections: 400 reefer plugs fitted, 126 in holds/274 on deck  
(440 V / 60 Hz / 7 kW / 3 phases / 3 hours)  
Reefer monitoring system (PCT) fitted.

Stackloads: 20' units 40' units

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Tanktop: 168 t 213,50 t (in holds with 7 tiers)  
On Deck: 70 t 110 t

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.

6 Holds/12 Hatches: No 1F: 12,55 x 12,83/7,82 m - covered by 2 pontoons  
No 1A: 12,55 x 23,03/17,90 m - covered by 3 pontoons  
No 2F: 12,55 x 28,13/23,06 m - covered by 3 pontoons  
No 2A-6: 12,55 x 28,13 m - covered by 3 pontoons each

Hatchcovers: Pontoon type hatchcovers divided into three longitudinal sections, except hatch 1F, which is divided into two longitudinal sections. Sections can be opened independently in unconstrained sequence.

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Tank capacities: IFO 4.240,4 cbm - MDO 380,5 cbm - Waterballast 11.744,6 cbm (100%)  
Endurance: about 18.000 nm

Main engine: Hyundai-B&W 8K80MC-C of 39.200 BHP at 104 rpm MCR  
Auxiliaries: 4 x Hyundai/MAN B&W 1.600 kW auxiliary engines

Speed/consumption: about 22,5 knots on about 112 mtns at 11,80 m draft plus about 4,5 mtns for one auxiliary engine basis no reefers connected, clean/smooth bottom, even keel, deep and currentless water/sea with a temperature of max. 28 degrees Celsius, wind max. Bft. 4 and sea not exceeding Douglas seastate 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 seapassages for operating auxiliaries/generators in case of an emergency.

Port consumption: about 3,8 mtns daily when idle  
upto 22 mtns daily with reefers  
plus about 2,2 mtns IFO daily for heating water/fuel oil tanks

Fuel specification: ISO 8217:1996(e) or any subsequent amendment thereof RMG35 or better for IFO / DMB or better for MDO.  
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. Sludge removal, if any, to be always for Charterers' account and time. Vessel participates in the FOBAS fuel quality testing programme. Samples are taken during each bunkering. Costs involved in the amount of about USD 280 per sample to be equally shared between Owners and Charterers.

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## **BERNHARD SCHULTE GmbH & CO. KG**

Fittings: Suez, Panama, WWF/Australian regulations, Bowthruster 1.200 kW,  
Satellite communication (phone/telex/fax)

Special features: Capable of carrying IMDG cargo under and on deck:  
Holds 1-3: IMDG 1.4S, 2, 3, 4, 5.1, 6.1, 8  
Electrically ventilated holds – 1,2+6 2 airchanges/hour basis empty holds  
– holds 3/4/5 70m<sup>3</sup> per reefer container  
CO2 fitted.

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All details and information are given to the best of the Owners' knowledge, but are only to be taken as approximate and without guarantee and subject to reconfirmation.

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