

**M/V 'HANS SCHULTE'**

built 8/98 - Bermuda Flag - Call Sign: ZCBQ8  
IMO number 9152923 - Official number  
Satcom B Phone : 331 023 553  
            Fax : 331 023 556  
            Telex : 331 023 558  
Satcom C Telex : 431 015 910 / 431 015 920  
E-mail:

**M/V 'HELEN SCHULTE'**

built 4/97 - Cyprus Flag - Call Sign: P3KS7  
IMO number 9123532 - Official number  
Satcom B Phone : 321 233 010  
            Fax : 321 233 020  
            Telex : 321 233 030  
Satcom C Telex : 421 233 010  
E-mail:

**M/V 'HENRIETTE SCHULTE'**

built 5/97 - Liberia Flag - Call Sign: A8JV9  
IMO number 9130171 - Official number 12993  
Satcom C Telex : 463 791 654 / 463 791 675  
Mini M Tel : 762 206 450/51  
            Fax : 764 645 478  
E-mail: master.caprojo@amosconnect.com

Type: Selsustained Cellular Container Vessel - Type B-186HL  
 Class: GL +100 A5 E Containership IW Nav-0 + MC E AUT  
 Built: 1996/98 Stocznia Szczecinska S.A., Szczecin, Poland  
 Tonnage: International 16.281 / 8.916 GT / NT  
 Suez 16.852 /13.994 GT / NT  
 Panama 14.487 GT / NT  
 DWAT/Draft: about 22.360 mtns on about 9,94 m sswd  
 Dimensions: Length over all : about 179,20 m Breadth moulded : about 25,30 m  
 Length between pp: about 167,26 m Depth to main deck: about 13,50 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	630 TEU	alt. 301 FEU	plus 28 TEU
On deck main deck	16 TEU	alt. 8 FEU	
1st tier	160 TEU	alt. 80 FEU	
2nd tier	196 TEU	alt. 98 FEU	
3rd tier	196 TEU	alt. 98 FEU	
4th tier	196 TEU	alt. 98 FEU	
5th tier	160 TEU	alt. 75 FEU	
6th tier	130 TEU	alt. 63 FEU	

Total weatherdeck: 1.054 TEU alt. 520 FEU  
 Total holds and deck: 1.684 TEU alt. 821 FEU plus 28 TEU

Intake basis Panama Canal range of visibility: 1.538 TEU

Homogeneous intake: about 1.100 TEU

Upto 208 units of 45' length respectively 88 units of 48' length may be stowed on deck.

Possible stowage in holds: 4 tiers 8'6" + 1 tier 9'6", except in hatch No. 2

Container fittings: fully cellularized in holds for 40' units. Fitted with loose lashings for 20'/40'/45'/48' units.

Reefer connections: 120 reefer plugs fitted on deck - HANS SCHULTE: 160 reefers (440V/60Hz/13,5kW/3 phases/3 hrs)  
 HELEN SCHULTE/HENRIETTE SCHULTE/NORDCOAST with 40 Y-connections (on which only 20' units can be carried)  
 HENRIETTE SCHULTE/NORDCOAST have additional 60 plugs fitted on crane columns (which cannot be operated when cranes being worked)  
 (On inducement reefer capacity can be increased by above means and/or power packs)

Stackloads:	20' units	40' units	45' units	48' units
Tanktop :	120t	165t	---	---
Main Deck :	60t	90t	90t	90t
Hatches 1+2 :	40t	60t	---	---
Hatches 3-9 :	60t	90t	90t	90t

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.

4 Holds/9 Hatches: No 1: 12,48 x 13,00 m - covered by 2 pontoons  
No 2-9: 12,48 x 20,60 m - covered by 3 pontoons  
Hatchcovers: Pontoon type hatchcovers divided into three longitudinal sections, except hatch no. 1 which is divided into two longitudinal sections. Port- and starboard sections can be opened without shifting middle sections. Middle section can only be opened after port- and starboard sections are removed.  
HANS SCHULTE: Pontoon type hatchcovers divided into two longitudinal sections which can be opened in unconstrained sequence, except for hatch no. 1 which is covered by a single pontoon.  
Cranes: 3 x 45 mtons single cranes, outreach 28 m

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Tank capacities: IFO 1.640 cbm - MDO 200 cbm - Waterballast 7.390 cbm  
Endurance: abt. 13.000 nm  
Main engine: Sulzer 6RTA 62U of 13.320 kW at 113 rpm  
Auxiliaries: 3 x 564 kW auxiliary engines, shaftgenerator 1.000 kW  
Speed/consumption: abt. 20 knots on about 49,5 mtns IFO + about 2,5 mtns MDO (without reefers) at design draft of 9,50m basis clean/smooth bottom, even keel, deep and currentless water/sea with a temperature of max. 28 degr. Celsius, wind max. Bft.2 and sea not exceeding Douglas seastate 2.  
No MDO at sea with shaftgenerator engaged - in which case speed will be reduced depending on load - , except when reefer containers carried or hold ventilation being used, in case of emergency and/or navigation with reduced speed and/or navigation in restricted areas like approaches, shallow waters, etc.  
Charterers to provide sufficient quantity of MDO during seapassages for operating auxiliaries/generators in case of an emergency.  
Port consumption: about 2,5 mtns daily when idle  
about 4,5 mtns daily when working cranes  
always excluding reefers and ventilation,  
plus some IFO for heating fuel oil tanks  
Fuel specification: ISO 8217:2005 or any subsequent amendment thereof  
MARPOL Annex 6 to be observed in any case  
RMG380 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.

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Fittings: Suez, Panama, WWF/Australian regulations, Bowthruster 590 kW,  
Satellite communication (phone/telex/fax)

Special features: Capable of carrying IMDG cargo under deck:  
Hold 1: IMDG 1, 2, 3, 4, 5.1, 6.1, 8  
Holds 2-4: IMDG 2, 3, 4, 5.1, 6.1, 8  
Electrically ventilated holds - 6 airchanges/hour basis empty holds –  
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.

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