

M/V "JUDITH SCHULTE"

Fully selfsustained Container Vessel

Built 8/1993 Stocznia Szczecinska S.A., Poland - Type B183-II/12

Single Decker - Liberia Flag - Call Sign: E L G M 4

abt 12.680 mtdwat on abt 8,269 m summer draught

abt 16.500 cbm grain/bale space

BRT / NRT 9.602 / 4.889

LOA: abt. 149,63 m/LPP: abt. 140,72 m/Beam: abt. 22,30 m/Depth to main deck: abt.11,10 m

- Container intake:

(always subject to vessel's stability, trim, deadweight, permissible stack weights, container lashing plan and visibility regulations)

20'x 8'x 8'6" - holds	334 units - 4 tiers
deck	678 units - 5 tiers
total	1.012 units

Alternatively

40'x 8'x 8'6" - holds	162 units plus	10	20'x 8'x 8'6" - 4 tiers
deck	326 units plus	26	20'x 8'x 8'6" - 5 tiers
total	488 units plus	36	20'x 8'x 8'6"

*Possible stowage in holds:

3 tiers of 8'6" each plus 1 tier (86 TEU) of 9'6" (High Cube)

Stability: about **636 TEU** of 14 tns homogeneously laden

- **Reefer:** 100 reefer plugs (380 V/50 Cycles/13,5 kW/3 Phases/3 hrs)
whereof 28 under deck in holds 2 + 3

- Fittings:

Fully cellularized in holds for 40' units, alternatively 2 x 20' units can be stowed into each 40'-compartment. Vessel fully fitted with loose lashing material/fittings/stacking cones for 20' and 40' units under and on deck.

- **Gear:** 2 deck cranes, Haegglund type GL 4026.4-2S
SWL 40 mtns at 26,40 m Outreach
2 provision store cranes on both sides of wheelhouse

- **Holds/Hatches:** 4 / 7 - No. 1 : 12,48 x 10,40 m
No. 2 - 7 : 12,48 x 18,00 m

1	:	two transversely divided pontoon hatch covers
2 - 7	:	triple longitudinally divided pontoon hatch covers

For removal of portside and starboard covers, center cover needs to be removed first.

Pontoons to be handled by shore cranes or vessel's gear, freeing always the same numbers of bays on deck as under deck.

Ventilation: mechanical 6 fold/hr (except hold 3: 30 fold/hr), based on empty holds.

All holds and engine room are fitted with CO₂-Fire-Extinguishing and automatic Smoke Detecting System. Hold 1 is fitted with Sprinkling Water System.

Cargo hold 1 is fitted for the transport of IMDG cargo class 1, 2, 3, 4, 5.1, 6.1, 8 as per SOLAS, Chapt. VII.

Cargo holds 2 + 3 are fitted for the transport of IMDG cargo class 2, 3, 4, 5.1, 6.1, 8.

- Permissible stack weights	:	20' units	40' units
tank top	:	96 t	120 t
weather deck (in front of bridge)	:	60 t	75 t
hatch covers	:	50 t	70 t
Uniform Load			
tanktop	:	12,9 mtons / m ²	
hatch covers	:	2,0 mtons / m ²	

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.

- **Speed / Consumption:**

The following figures are based on even keel, clean and smooth bottom, deep and currentless water with a temperature of max. 28 degr. Celsius, wind max. Beaufort scale 2, 90 % MCR and 15 % sea margin.

Fuel consumption being based on ISO Standard Reference Conditions with net calorific value 10.200 kcal/kg respectively 42.707 kJ/kg.

about 17,5 kn with shaftgenerator connected (800 kW load) on about 30,5 mts IFO

No MDO at sea, except when reefer containers carried or hold ventilation being used, in case of emergency and/or navigation with reduced speed and/or 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 mtons/day when idle
 upto 7,0 mtons/day depending on actual number of reefers connected
 plus some IFO for heating fuel oil tanks

Charterers shall only supply suitable fuels as per specification to enable main propulsion and auxiliary machinery to operate efficiently and without harmful effects. Fuels to be mineral based products of stable and homogeneous nature, complying with current CIMAC recommendations and ISO standard 8217 or any subsequent amendment thereof, and shall not contain waste lubricants, chemicals or any other harmful substances.

Vessel participates in the FOBAS Fuel Quality Testing Programme. Samples are being taken during each bunkering. Costs involved in the amount of about US \$ 350,00 per sample to be equally shared between Charterers and Owners.

