

M/V 'CHRISTIANE SCHULTE'

Built 06/2001 - Hong Kong Flag - Call Sign:
 IMO number - Official number
 Satcom phone/telex :
 Satcom fax :
 Satcom telex :

M/V 'CAROLINE SCHULTE'

Built 07/2001 - Hong Kong Flag - Call Sign:
 IMO number - Official number
 Satcom phone/telex :
 Satcom fax :
 Satcom telex :

M/V 'ELISABETH SCHULTE'

Built 10/2001 - Hong Kong Flag - Call Sign:
 IMO number - Official number
 Satcom phone/telex :
 Satcom fax :
 Satcom telex :

M/V 'DONATA SCHULTE'

Built 12/2001 - Hong Kong Flag - Call Sign:
 IMO number - Official number
 Satcom phone/telex :
 Satcom fax :
 Satcom telex :

(Owners liberty to change Vessel's Flag)

Type: Selfsustained Cellular Container Vessel – engine/bridge semi-aft
Class: L.R. +100A1 Containership + LMC UMS IWS
 alt. G.L. +100A5 Containership IW SOLASII-1 Reg. 54 +MC AUT
Built: 2001/02 Hyundai Heavy Industries, Ulsan, S.Korea
Tonnage: International 26.718 / GT / NT
 Suez / GT / NT
 Panama GT / NT
DWAT/Draft: abt. 34.717 mts on abt 11,51 m scantling draft
Dimensions: Length over all: 210,00 m Breadth moulded: 30,20 m
 Length between pp: 199,00 m Depth to main deck: 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		944 TEU	alt.	454 FEU	plus	36 TEU
On deck	1st tier	240 TEU	alt.	114 FEU	plus	12 TEU
	2nd tier	278 TEU	alt.	136 FEU	plus	6 TEU
	3rd tier	280 TEU	alt.	138 FEU	plus	4 TEU
	4th tier	280 TEU	alt.	138 FEU	plus	4 TEU
	5th tier	280 TEU	alt.	138 FEU	plus	4 TEU
	6th tier	204 TEU	alt.	96 FEU	plus	
	7th tier	44 TEU	alt.	22 FEU	plus	
Total weatherdeck:		1.606 TEU	alt.	782 FEU	plus	30 TEU
Total holds and deck:		2.550 TEU	alt.	1.236 FEU	plus	66 TEU

Intake basis Panama Canal range of visibility: 2.396 TEU

Homogeneous intake: abt. 1.850 TEU

Possible stowage in holds: 4 tiers 8'6" plus 2 tiers 9'6", except in hold 1 forward

Container fittings: fully cellularized in holds for 40' units. Fitted with loose lashings for 20'/40' 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
Main Deck:	80 t	100 t
Hatch covers:	80 t	100 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.

5 Holds/10 Hatches:	No 1F:	12,60 x 15,36/10,32 m - covered by 2 pontoons
	No 1A:	12,60 x 20,40/15,36 m - covered by 3 pontoons
	No 2F:	12,60 x 25,72/20,40 m - covered by 3 pontoons
	No 2A-5F:	12,60 x 25,72 m - covered by 3 pontoons

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.

Cranes: 4 x 45 tons single cranes, outreach 26,50 m

Tank capacities: IFO 4.100 cbm - MDO 150 cbm - Waterballast 9.300 cbm

Endurance: abt. 17.400 nm

Main engine: Hyundai/Sulzer 7RTA72UB of 29.330 BHP at 99 rpm

Auxiliaries: 4 x Hyundai/MAN B&W 1.680 kW auxiliary engines

Speed/consumption: abt. 21,9 knots on abt. 87 mts at 11,50 m draft plus abt. 4,5 mts for one auxiliary engine basis 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 3. 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: abt. 2,0 mts daily when idle
upto 28 mts daily with reefers and cranes working
plus some IFO for heating 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 abt. USD 350 per sample to be equally shared between Owners and Charterers.

Fittings: Suez, Panama, WWF/Australian regulations, Bowthruster 1.000 kW, Satellite communication (phone/telex/fax)

Special features: Capable of carrying IMDG cargo under deck:
Holds 1-5: IMDG 1,4,2,3,4,5,6,8,9
Electrically ventilated holds - 6 airchanges/hour basis empty holds – CO2 fitted.

All information given is about and without guarantee.

version 19.05.2000