

BERNHARD SCHULTE GmbH & Co. KG

Description SHANGHAI 1.700 / 'YUN HE' - Type

MV 'KARIN SCHULTE'

Built 12/1999 – Hong Kong Flag – Call Sign: V R Z W 3

IMO number: 9220433 – Official number HK-1287

Satcom B Phone: 347701611

Telex: 347 701610

Fax: 347 7701612

Satcom C Telex: 447 7701610

E-mail: master.ruiyunhe@eurasiagroup.amosconnect.com

MV 'MARY SCHULTE'

Built 08/2000 – Hong Kong Flag – Call Sign: V R Z W 4

IMO number: 9214525 – Official number HK-1228

Satcom B Phone: 347 773 711

Telex: 347 773 710

Fax: 347 773 712

Satcom C Telex: 447 773 710

E-mail: master.huayunhe@eurasiagroup.amosconnect.com

MV 'OTTO SCHULTE'

Built 11/1999 – Hong Kong Flag – Call Sign: V R Z W 5

IMO number: 9203461 – Official number:HK-1289

Satcom B Phone: 347 701 711

Telex: 347 701 711

Fax: 347 701 712

Satcom C Telex: 447 701 710

E-mail: master.hongyunhe@eurasiagroup.amosconnect.com

Type:	Cellular Container Vessel - Type Shanghai 1700		
Class:	DNV + 1A1 Container Carrier E0		
Built:	1999 / 2000 Dalian Shipyard		
Tonnage:	International	20.624 / 9.470	GT / NT
	Suez	21.531 / 17.807	GT / NT
	Panama	---- / 18.100	GT / NT
DWAT/Draft:	about 25.685 mts on about 10,70 m sswd		
Dimensions:	Length over all:	179,70m	Breadth moulded: 27,60m
	Length between pp:	167,00m	Depth to main deck: 15,90m

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.

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In holds	776 TEU	alt. 375 FEU	plus 26 TEU
On deck main deck	926 TEU	alt. 463 FEU	plus
1st tier	216 TEU	alt. 108 FEU	plus
2nd tier	216 TEU	alt. 108 FEU	plus
3rd tier	216 TEU	alt. 108 FEU	plus
4th tier	194 TEU	alt. 97 FEU	plus
5th tier	84 TEU	alt. 42 FEU	plus
Total weatherdeck:	926 TEU	alt. 463 FEU	plus
Total holds and deck:	1.702 TEU	alt. 838 FEU	plus 26 TEU

Intake basis Panama Canal range of visibility: 1.627 TEU

Homogeneous intake: abt. 1.350 TEU

Possible stowage of HiCubes on deck/in holds: 4 / 1 tier

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

Reefer connections: 200 reefer plugs fitted on deck (440V/60Hz/13,5kW/3 phases/3 hrs)
(On inducement reefer capacity can be increased by means of Y-connections and/or power packs)

Stackloads:

	20'units	40'units	45'units
Tanktop:	144t	186t	---
Main Deck:	80t	100t	96,5t

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/ 9Hatches: No 1: 12,64 x 18,00 / 13,00 m – covered by 2 pontoons

No 2-9: 12,64 x 23,20 m - covered by 3 pontoons

Hatchcovers: MacGREGOR (pontoon type) hatch covers 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.

Tank capacities: IFO 2245.96 cbm - MDO 110.5 cbm - Waterballast 8438.8 cbm

Endurance: abt.12500 nm

Main engine: MAN-B&W 6L70MC

Auxiliaries: 3 x Wartsila 6L20C, 1020KW by 900rpm

Speed/consumption: abt. 20,0 knots on abt. 63 / 65 mts at design draft of 10,72m basis clean/smooth bottom, even keel, deep and currentless water/sea with a temperature of max. 28 degr. Celsius, wind max. Bft.3 and sea not exceeding Douglas seastate 2.

{No MDO at sea with shaftgenerator engaged, 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.

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- Port consumption: abt. 6.28 mts daily when idle
Always excluding reefers and ventilation, 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. Vessel participates in the FOBAS fuel quality testing programme. Samples are taken during each bunkering. Costs involved in the amount of abt. USD 250 per sample to be equally shared between Owners and Charterers. Sludge removal, if any, to be always for Charterers' account and time.
- Fittings: Suez, Panama, WWF/Australian regulations, Bowthruster 900 kW, Satellite communication (phone/telex/fax/e-mail)
- Special features: Capable of carrying IMDG cargo under deck:
Holds 2-3: IMDG Class 1.1-1.6, 1.4S, 2, 3, 4, 5.1, 6.1, 8, 9;
Holds 1-4: IMDG Class 1.4S, 2, 3, 4, 5.1, 6.1, 8, 9;
Electrically ventilated holds – 10 airchanges/hour basis empty holds – CO2 fitted.
- 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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