

Description of  
**MV =ALGOL=**

- built (Hull No. YZJ2004-685 C)  
 ex Jiangsu Yangzijiang Shipbuilding Co.Ltd., PRC
- Delivery: September 2006
- last dd: Nov. 2021
- Flag: Liberia
- Call sign: D5KM3
- IMO No: 9339612
- Port of Bareboat Registry: Monrovia Official No.: 92683 (1<sup>st</sup> underlying Register  
 Brake / Germany)
  
- selfsustained cellular container vessel
- Class: KRS1 – Container Ship, Clean1, IWS, CDG, LG, LI  
 KRM1 – UMA, BWT, STCM
  
- about 17.350 mt dwt on a scantling draught of 9,50 metres (seawater) summer  
 freeboard fully laden and about 13.886 mt dwt on design draught of 8,50 metres  
 (seawater)
  
- Loa 161,30 m - Lpp 149,60 m - Moulded Breadth 25,00 m – Moulded Depth 14,90m
- Tank capacities: Water ballast: abt. 6.000 cbm  
 (100 pct) Fuel oil: abt. 2.200 cbm incl. settling/service tanks  
 Marine Diesel oil:abt. 100 cbm  
 Freshwater abt. 250 cbm
  
- International GT/NT: about 16.162 / 6.128
- Suez Canal GRT/NRT: about 17.145,25 / 13.951,97
- Panama Net Tonnage PC UMS: about 14.283
  
- Main engine: MAN-B&W 8S50MC-C abt 7.500 kW MCR on 108 rpm
  
- Main Diesel Generator: 2 sets MAN B&W 6L21/31 each 1.425 kVA =  
 1.140 kW at power factor 0.8, 3x450 V, 60 Hz  
  
 2 sets MAN B&W 8L21/31 each 1.900  
 kVA =  
 1.520 kW at power factor 0.8, 3x450 V, 60 Hz  
  
 Total electric capacity 5.320 kW
  
- plus Emergency engine: 1 set of abt 160 kW
- Bow thruster: 1 x 800 kW
  
- Fuel Specification:  
**Fuel oil for the main engine and main diesel engines** to be in accordance with  
 international Standard ISO 8217: 2010 class RMG 380 and/or any subsequent  
 revision(s). Max. kinematic viscosity of 380 cst at 50 degrees centigrade. The product

must be composed by straight minerals only (clean mineral oil based product free of lubricants, taroil, inorganic acids substances and/or chemicals and anything else whatsoever). Fuels supplied by charterers to be within specified CCAI limits of engine maker, but not exceeding a CCAI value of max 850.

Marine diesel oil **for emergency diesel** to comply with requirements for distillate fuels for diesel engines ISO 8217:2010 DMB and/or any subsequent revision(s).

Charterers to supply first class suitable heavy fuel oil and marine diesel oil to enable main propulsion and auxiliary machinery to operate efficiently and without harmful effects. Removal of sludge to be always for Charterers' account

New bunkers to be filled into empty tanks only to avoid mixing with other fuels already on board.

- Speed/Consumption:

Speed and consumption are based on design draft of 8,50 metres with even keel/clean bottom.

Under smooth sea/weather conditions not exceeding Bft. 3 and Douglas Sea State 2 and no negative influence by currents and/or tidal streams and a seawater temperature not exceeding 28 degrees centigrade.

about 17 knots on about 35,0 mt IFO 380

about 16 knots on about 32,0 mt IFO 380

about 15 knots on about 28,0 mt IFO 380

about 14 knots on about 26,0 mt IFO 380

about 12 knots on about 22,0 mt IFO 380

always plus HFO needed for the auxiliaries depending on the actual required output at sea and in port plus boiler consumption

If charterers request permanent slow steaming of the vessel a separate slow steaming clause to be agreed in the Charter Party.

- Hatches:

The vessel has 7 hatches. Each hatch is covered with 2 pontoon type hatch covers.

All pontoons can be worked independently without sequence and handled by container spreader.

- Cargo gear:

2 cranes of 45 mtons SWL each and 28 metres outreach located on vessel's portside max. outreach:

Forward crane:	40 mts / 34 m	45 mts / 28 m
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Aft crane:	40 mts / 36,7 m	45 mts / 28 m
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- Container intakes:

Always subject to vessel's stability/trim/permissible stack weights/possible visibility restrictions, deadweight and vessel's lashing and securing manual.

1.341 units of 20x8x8'6"

whereof in holds: 556 units  
and on deck/hatches 785 units

alternatively

618 units of 40x8x8'6" plus 83 units of 20x8x8'6"

whereof under deck: 274 units 40x8x8'6" plus 8 units 20x8x8'6"

and on deck/hatches: 344 units 40x8x8'6" plus 75 units 20x8x8'6"

164 units of 45x8x8'6" can be stowed on deck/hatches.

Stability in accordance with IMO regulations:

913 TEU (8'6") of 14 mtons each basis full scantling draft of 9,50m

with VCG of container at 45 per cent of 8'6" height

- Anti-heeling plant:

The vessel is fitted with an anti-heeling plant with one separate pump with a capacity of 600 cbm/hr combined with a class approved stability test system

- Container fittings:

In holds, vessel is fixed with cell guides for 40' containers which can alternatively be used for two 20' containers.

All restraint devices and necessary loose securing/lashing material for such stowage of 20' containers are on board.

On deck, vessel is equipped with:

- fixed lashing bridges with integrated maintenance platforms for easy access to each reefer container stowed in first and second tier
- necessary fixed restraint devices and loose securing/ lashing material for a full load of containers as per this description,
- vessel is fitted according to OSHA regulations.

-Reefer containers:

In holds: 214 reefer receptacles all suitable for 40'x8'x8'6" stowed in holds Nos. 2 – 4 in 6 tiers. For ventilation and maintenance reasons it is recommended to load reefer container in 5 tiers only i.e. total 174 FEU which allows 9'6" high cube container throughout.

Maintenance platforms have been installed in the respective holds with easy access to each reefer container.

On deck: 235 reefer receptacles suitable for 1x40' or 2x20' reefer container are distributed at all hatches in 2 resp. 3 tiers. Double sockets (female) to be supplied by charterers. This means max 470 x 20' can be stowed in 2 resp. 3 tiers on deck/hatches (subject to overall stability and trim)

All receptacles 15 KW on deck / 11 KW in holds / 440 V / 32 A – Maker: WISKA, Type Varitan

The Reefer Container are monitored with a modern PCT (Power Cable Transmission)

System, which includes also the RDC handheld device.

-Dangerous cargo:

Dangerous goods classed 1.4S,2,3,4,5.1,6.1,8 in closed containers in No. 1 + 2 holds and on all hatch covers and to be loaded in accordance with vessel's Certificate of Compliance for the Carriage of Dangerous Goods and valid IMDG regulations.

- Point load strength/stack loads:

in hold No. 1:	120 mts / 150 mts per 20'/40' stack
in holds Nos. 2-4:	144 mts / 180 mts per 20'/40' stack
on w/d hatch covers:	70 mts / 120 mts per 20'/40' stack except
Bay 29/31/32/33	60 mts / 103 mts per 20'/40' stack

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 Bureau Veritas.

All details are about and given in good faith.