

M.V. ANGELN



FLAG	Antigua & Barbuda / German Management		
BUILT	Zhoushan Yard / China - 2004		
CLASS	GL +100 A5 E NAV OC Container Ship, SOLAS II-2, Reg. 19, + MC E AUT		
TYPE OF VESSEL	fully self-sustained container vessel, engine / bridge aft		
DWAT / DRAFT	abt 8.015 mtons on abt 7,22 m sfb		
DIMENSIONS	length over all	132,57 m	
	lpp	123,40 m	
	beam	19,20 m	
	depth	9,20 m	
	draught abt.	7,22 m summer	
	airdraft ballast	33,20 m / laden 31.90 m	
GT / NT	6.704 / 3.557		
HOLDS / HATCHES	3 holds / 3 hatch, steel hatchcovers / Macgregor		
	No. 1	: 25,20 x 16,00m / 13,24m	
	No. 2	: 25,20 x 16,00m	
	No. 3	: 25,20 x 16,00m	
	Hatch no. 1 : pontoon type / 4 panels athwartships /		
	Hatch no. 2,3 : folding type / hydraulically operated each consisting of two 40'-folding pairs which can be opened independently, one stowing to fore-end, one to aft-end giving free access to each 40'-bay underneath		
CONTAINER INTAKE	actual intake always subject to vessel's stability, trim, deadweight, permissible stack weights, container lashing plan and visibility regulation		
	20' x 8' x 8'6"	holds	228 units - 5 tiers
		deck	429 units - 5 tiers
		total	657 units
	alternatively		
	40' x 8' x 8'6"	holds	111 units plus 6
		deck	202 units plus 25
		total	313 units plus 31
		20' x 8' x 8'6"	
		9'6"-high cube intake:	
		hold no. 1: 5 tiers of 8'6" or 4 tiers of 9'6" height	
		hold no. 2,3: 3 tiers of 8'6" or 3 tiers of 9'6" height	
	alternatively		
		holds:	72 x 24'6 units + 122 x 20' units
		deck:	129 x 24'6 units + 243 x 20' units
		holds:	36 x 45' units + 122 x 20' units
		deck:	147 x 45' units + 95 x 20' units
		holds:	36 x 49' units + 122 x 20' units
		deck:	47 x 49' units + 313 x 20' units
		holds:	54 x 30' units + 138 x 20' units
		deck:	38 x 30' units + 353 x 20' units
	- vessel is able to load container of 2,595 m breadth with a distance of 25 mm in all positions on deck and in hold		
	- during the passage through the panama canal the container capacity is reduced		
	-middle cell guides removable		
CONTAINER STABILITY	based on vcg of 45 pct according to IMO regulations: abt 390 units of 20ft at 14 mtons homogenous (surcap 391) intakes always subject to vessel's stability, trim, deadweight/permissible stack weights and subject to regulations of visibility.		

DAINGEROUS CARGO

vessel able to carry dangerous goods in holds and on deck in packed condition according to solas regulation ii-2, reg 19. all cargo holds equipped for carriage of dangerous goods, always in accordance with certificate of compliance. on deck no stowage above engine room.
hold fitted for 1.4s/2.1/2.2/2.3/31./3.2/3.3/4.1/4.2/4.3/5.1/6.1/8/9 fittings: fully cellularized in holds for 40' units, alternatively 2x20' units can be stowed into each 40'-compartment. in hold no. 2 and 3 the middle holds cell-guides shiftable for one bay 45 ft units or one bay 49 ft units, able to load 2 x 24,5 ft units. in addition in hold no. 3 cell-guides shiftable to 1 x 30' and in hold no. 2 2 x 30' and 1 x 20'. vessel fully fitted with loose lashing material / fittings / stacking cones for 20'/24,5/40'/45 and 49 ft units under and on deck.

REEFERPOINTS

116 female reefer plugs (80 on / 36 under deck) - 400 volt, 50 cycles, 11 kW, earth pin position 3 hours

GEAR

2 cranes on portside, NMF, SWL 50/40/36 tons at 4,5-22m/2,7-28m/2,7-30 m outreach

SPEED / CONS.

All figures are based on C.W.L. (construction water line) good weather conditions, even keel and smooth sea maximum Beaufort 2 and maximum Douglas Sea State 2 in deep and currentless water with a maximum temperature of 28 degrees centigrade with clean and smooth bottom.
abt **17,5 knots** at an output of 5.346 kw = abt 26,8 ts ifo without shaftgenerator. no gasoil at sea provided shaftgenerator connected except if hold ventilation is used, reefers connected and in case of emergency and / or navigation in shallow waters / reduced speed etc.. charterers to provide sufficient quantity of mgo during seapassages for operating auxiliaries/generators.

Port consumption:

-abt 1,75 mts gasoil per day excl. crane operations, reefers, and tank heating
-abt 3,75 mts gasoil per day with cranes working but excl. reefers and tank heating vessel consuming gasoil in port for fuel oil pre-heating no gasoil at sea provided shaftgenerator is connected.

Fuel specification:

-the fuel oil supplied to be in accordance with ISO fuel standard 8217 : 2005 RME 25 / 180 cst at 50 degrees centigrade
-the gasoil supplied to be in accordance with ISO fuel standard 8217 : 2005 DMA, s.w. max 0,89

MAIN ENGINE

MAK 7 M 43, 6.300 kW at 500 rpm, 1 pitch propeller lips

AUXILIARIES

2 x Volvo Penta 370 kW / 437 kVA - 1 emergency harbour engine 370 kW / 437 kVA

COMMUNICATION

fitted with all modern nautical aids / satellite navigation / weatherchart recorder / Inmarsat B and C / co2 fitted / E-Mail upon request from charterers, on their account

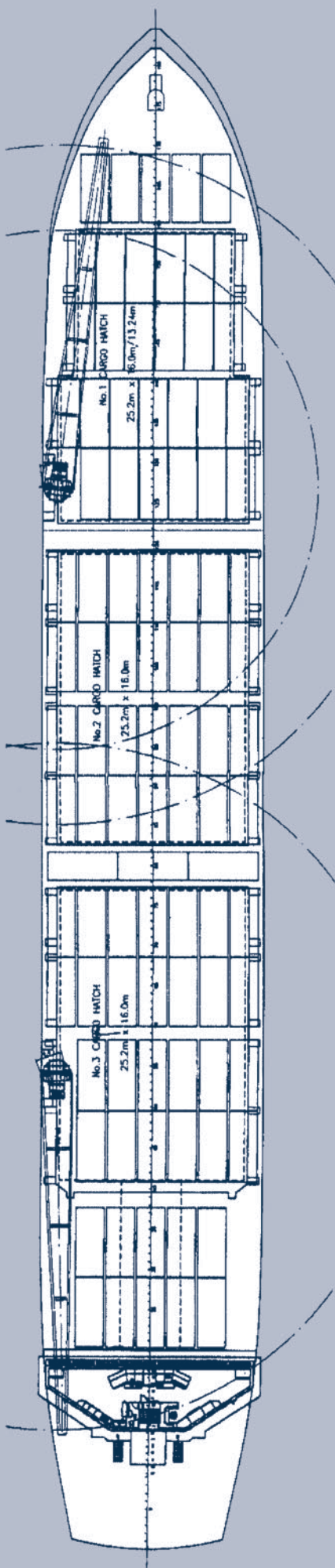
FURTHER SPECIFICATIONS

Stability and cargo computer on board / Fitted with fully automatic anti-heeling system for smooth cargo operations whilst in port, pump capacity 500 m³ per hour / Panama Canal, Suez Canal and Australia fitted / Tanktop strengthened for heavy loads and grabs discharge / vessel not to force ice, nor to follow ice breaker / no spreader on board

All details believed to be correct, but given without guarantee.

BRISE Schiffahrt Hamburg

M.V. ANGELN



TOTAL	637	429	36	38	33	30	35	35	35	15	35	35	35	16	26	10	ON HATCH
(TEU)		228			14	16	18	18	18		18	18	18	18	26		IN HOLD
TOTAL	308+11	187+25	38	38		30+3	35	35	35	B+15	35	35	35	12+8	12	B+10	ON HATCH
(TEU+TEU)		111+8			18	18					18	18	18	26+2	15+4		IN HOLD

