

Design: abh INGENIEUR-TECHNIK GmbH**Type of vessel:** Container vessel**Tonnage:** London-Rules: abt. GT 31560

Deadweight:

abt.	23400 tdw at D1 =	8.60 m
abt.	28400 tdw at D2 =	9.50 m
abt.	38250 tdw at D3 =	11.20 m

Classification: DNV GL + 1A Container Ship BWMT DG(P)
BIS RSCS E0 TMON Clean

Main dimensions:

Length over all	abt.	194.00 m
Length between perp.	abt.	183.23 m
Breadth moulded	abt.	34.20 m
Depth to main deck	abt.	17.00 m
Speed on D2 (90%SMCR, 10% sea margin)	abt.	19.00 kn
Eco draught D1	abt.	8.60 m
Design draught D2	abt.	9.50 m
Scantling draught D3	abt.	11.20 m

Design speed – LNG+MGO - consumption (main engine only):

Eco draught D1	Design draught D2	Scantl. draught D3
19.2 kn	19.0 kn	18.0 kn

LNG: 51.9 t/day + MGO pilot fuel: 0.4 t/day
MGO: 65.1 t/day

Subject to final design calculation

(Calculated at 91.6%SMCR with 10% sea margin, bft. 2, spec. cons. and tolerances acc WinGTD calculation 2.3.2.0 – 2018-05-03)

Operation range: abt. 10,000 nm at design draft D2
(on LNG and 3,500 nm on MGO)

Tank capacities:

LNG	approx.	3,600 m³
MGO	approx.	650 m³
Fresh water	approx.	170 m³
Ballast water	approx.	13,000 m³

Container capacity:

	20' +40'	40' +20'	45' 9'6"	40'R 9'6"	20' 9'6"	40' 9'6"
On hatch	1,634 84	892 16	179	512*	1,408	72
In hold	944	460 24		402*	936	
Total	2,578 84	1,352 40	179	914*	2,344	72

(Note: final numbers after final lines fairing)

*Based on a power supply of 5.5 kW

Monitoring bridges up to 4th tier

Container lashing according new CSS—Code 2015

Controlled atmosphere for 500 x 40'R (400/100 hold/deck)

Container stability 14t/TEU, 45% VCG, 50% consumables:

Total number abt. 1577 TEU – eco draught
Total number abt. 1907 TEU – design draught
Total number abt. 2252 TEU – scantling draught

All container numbers are subject to final design calculation!**Hatches:**

Weather deck hatches (clear opening):

Hatch 1a	abt. 12.64 x 25.82/20.70 m, 3 panels
Hatch 1b	abt. 12.64 x 31.02/25.82 m, 3 panels
Hatch 2a/2b/3a/3b/4a/4b	abt. 12.64 x 31.02 m, 3 panels

Hatch covers: pontoon type hatch covers, non-sequential

Propulsion plant:

Type:	Wärtsila 7X62DF
SMCR:	16,695 kW x 103 rpm
NCR (91.6%SMCR)	15,300 kW x 100 rpm

with LNG/MGO as main fuel
1 fixed pitch high efficient propeller, with rudder bulb

Aux. engine plant:

2 aggr. for LNG/ MGO abt. 2,770 kWe
2 aggr. for LNG/ MGO abt. 1,600 kWe
1 aggr. for emergency/ harbour gen. set abt. 400 kWe

Special plants:

1 bow thruster, controllable pitch propeller, el. driven, abt. 1,450 kW
Anti heeling plant
Fully-balanced high active rudder
El. hold air vent for 6-fold air change, 4,200 cbm/h per reefer
Cranes 3*rope crane SWL 40t / 34.0m

Accommodation:

26 persons plus Suez crew

Please note:

All figures are "about" and given without guarantee; subject to final design, inclining test and sea trial