

MV OEL BADRINATH (IMO NO – 9400136)

Built:	2009, Daewoo Shipbuilding and Marine Engineering, Okpo		
Owners:	M/s Balaji Shipping Co. SA,		
Technical:	M/s TW Shipmanagement Pvt Ltd		
Flag:	Panama		
Port of Registry:	Panama		
IMO No.:	9400136		
Call Sign:	3ELD7		
Type:	Gearless / Cellular Container Vessel		
Vessel's Class:	GL 100 A5 E with freeboard 3.858 m Container Ship, IW ERS BWM-F SOLAS-II-2, Reg.19 C2P62, MC E AUT		
Vessel's Dimensions:	LOA	275.00 m	
	LBP	262.00 m	
	Breadth (moulded)	32.20 m	
	Draft design	12.00 m	
	Draft scantling	13.50 m	
	Depth (moulded)	21.50 m	
Deadweight:	Abt. 52.095 tons on design draft 12,00 m Abt. 63.638 tons on scantling draft 13,50 m		
Tonnage:	International GT abt.	50.963	
	International NT abt.	30.224	
	Suez GT abt.	52.845	
	Suez NT abt.	45.386	
Tank Capacities:	VLSFO abt.	5.897 m ³ (100%)	
	MDO abt.	814 m ³ (100%)	
	Ballast water abt.	16.997 m ³ (100%)	
	Fresh water abt.	350 m ³ (100%)	
Loading Instrument:	SEACOS version including GL "RSCS" stowage rules.		
Nominal Container Intake:	4.540 Units 20 / 8 / 8'6'' plus 202 FEU, in total 4.944 TEU, resp. 2.422 Units 40 / 8 / 8'6'' plus 100 TEU, in total 4.944 TEU incl. positions used for the stowage of flat racks for lashing gears.		
	Stowage in Holds:	2.034 Units 20 / 8 / 8'6'', resp. 994 Units 40 / 8 / 8'6'' plus 46 TEU	
	Stowage on Deck:	2.506 Units 20 / 8 / 8'6'' plus 202 FEU, resp. 1.428 Units 40 / 8 / 8'6'' plus 54 TEU	

Container intake includes 100 FEU stowed on deck above winch deck.

Container intakes are always subject to vessel's Container Securing Manual and Stability Booklet.

High Cube Units 9'6" can be accommodated on deck according to vessels visibility line, lash gear arrangement and all other regulations.

Stack Load:	On deck & hatch covers: 80,0 tons / 105,0 tons each 20' / 40' stack. In hold: 24,0 tons / 30,0 tons each 20' / 40' unit.
Fittings:	Vessel is fitted with 40' cell guides in holds. 2 x 20' Units can be stowed into each 40' cell by use of stacking cones. Units can be loaded up to 8 tiers under deck and up to 7 tiers on deck, subject to trim, stability and visibility line. Vessel is OSHA fitted with all necessary loose lashings / fittings to secure 80% of vessel's nominal TEU capacity in 20' units on deck and 100% under deck.
Reefer Sockets:	560 Reefer Sockets. Owners confirm all plugs are in good working condition Minimum electrical output available at all times for feeding reefer containers: 3600 kW Actual capacity for 40' reefer containers (HC) on deck and in holds: 160 (Hold) 400(Deck). Reefer intake can be boosted by means of splitters etc to max. 440 on Deck.
Dangerous Cargo:	The Vessel Is Equipped to Load Dangerous Goods in Containers According IMDG Code. Details of Stowage to Be According Vessel's Document of Compliance for The Carriage of Dangerous Goods and The Relevant Charter Party Clause(S).
Holds / Hatches:	8 Holds / 14 Hatches. Hatch no. 1: 12,60 m x 13,01 m, 2 panels Hatch no. 2: 12,60 m x 23,09 m, 3 panels Hatch no. 3-14: 12,60 m x 28,07 m, 3 panels
Covers:	Vessel is fitted with independent pontoon type steel hatch covers.
Cranes:	Vessel is not fitted with cranes.
Stability:	3.207 TEU of 14 metric tons homogeneously laden, basis scantling draft 13,50 m acc. to SOLAS regulations based on 50% bunker.
Main Engine:	MAN B&W 7K 98MC- C Maximum continuous rating (MCR): 39.940 kW at 104 rpm
Auxiliary Engines:	4 x MAN B&W 7 L 27/38 Electrical capacity: 1.950 kWe (2.438 kVA) each

1 x Emergency diesel generator
Electrical capacity: 550 kWe (688 kVA)

Emergency diesel generator set is burning Marine Diesel Oil.

Shaft Generator: The vessel is not fitted with shaft generator.

AMP System: The vessel is not AMP – fitted.

Bow Thrusters: 1 x abt. 1.500 kW

Speed & Consumption:

Main Engine: Consumption spread for part load operation, reference design draft 12,00m:

Abt. 30,0 tons per day for abt. 12,0 kn.

Abt. 35,0 tons per day for abt. 13,0 kn.

Abt. 40,0 tons per day for abt. 14,0 kn.

Abt. 47,0 tons per day for abt. 15,0 kn.

Abt. 56,0 tons per day for abt. 16,0 kn.

Abt. 66,0 tons per day for abt. 17,0 kn.

Abt. 78,0 tons per day for abt. 18,0 kn.

Abt. 89,0 tons per day for abt. 19,0 kn.

Abt. 102,0 tons per day for abt. 20,0 kn.

Abt. 117,0 tons per day for abt. 21,0 kn.

Abt. 135,0 tons per day for abt. 22,0 kn.

Consumption spread for part load operation, reference scantling draft 13.50m:

Abt. 33,0 tons per day for abt. 12,0 kn.

Abt. 38,0 tons per day for abt. 13,0 kn.

Abt. 44,0 tons per day for abt. 14,0 kn.

Abt. 51,0 tons per day for abt. 15,0 kn.

Abt. 61,0 tons per day for abt. 16,0 kn.

Abt. 71,0 tons per day for abt. 17,0 kn.

Abt. 86,0 tons per day for abt. 18,0 kn.

Abt. 95,0 tons per day for abt. 19,0 kn.

Abt. 110,0 tons per day for abt. 20,0 kn.

Abt. 126,0 tons per day for abt. 21,0 kn.

Abt. 153,0 tons per day for abt. 22,0 kn.

Abt meaning allowance of +/- 0.5 knots on Speed and +/- 5% on bunker consumption.

Auxiliary Engines: Sea: abt. 5,0 tons per day,
no reefer connected, no cargo hold ventilation,
m/e aux. blowers not running.

Port: abt. 4,0 tons per day,
no reefer connected, no cargo hold ventilation.

Auxiliary Boiler: Tropical cond.: abt. 2,7 tons per day, in port only,
E/R air temperature abt. 30°C to 45°C, outside
ambient temperature abt. 30°C to 40°C, sea water
temperature abt. 27°C to 32°C.

Summer cond.: abt. 3,5 tons per day, in port only,
E/R air temperature abt. 20°C to 30°C, outside
ambient temperature abt. 20°C to 25°C, sea water
temperature abt. 20°C to 25°C.

Winter cond.: abt. 5,0 tons per day, in port only,
E/R air temperature abt. 5°C to 10°C, outside
ambient temperature abt. 3°C, sea water
temperature abt. 10°C.

Marine Diesel / Gas Oil: No MDO consumption at sea and in port except where required by
Authorities (e.g. Emission Control Areas).

Conditions: All speeds specified at design draft respectively at scantling draft,
even keel, clean hull, weather and/or sea conditions BFT 3, DSS 3
and deep, currentless water. Seawater temperature not exceeding 30°C.

All consumptions are specified basis ISO conditions (except aux. boiler) and
fuel oil with L.C.V. of 42.700 kJ/kg.

Aux. boiler consumptions which may appear in super slow steaming
conditions are not included in a.m. figures.

Estimated aux. boiler consumption in super slow steaming
conditions: abt. 2,6 mt/day, but always depending on outside
temperature and required heating of VLSFO.

Fuel Oil Quality

Main & Auxiliary engines: All Bunker to be supplied as per compliance with ISO 8217:2005 RMG 380
Standard or Any Subsequent Amendments and Sulphur limit as introduced
by IMO according to MARPOL ANNEX VI

Marine Gas Oil: All LSMGO to be supplied as per ISO 8217 (2005) DMB Standards or
any latest specifications thereafter and Sulphur limit as introduced by
IMO according to MARPOL ANNEX VI

The fuel oil shall be of homogeneous and stable nature and in all respect
suitable.

The vessel is not authorized to burn RMK 700 grade.

Fuel Oil Sulphur

content requirements: BIMCO Bunker Fuel Sulphur Content Clause for Time Charter Parties 2020
to apply.

Fuel Oil Sampling: Vessel participates in the Viswa Lab fuel quality testing programme, samples are
being taken during each bunkering. Test methods as per International Standard
ISO 8217 (2005) shall apply. Charterers to advise their bunker suppliers about
this. Fuel testing costs to be on account of Charterers.

Sludge removal, if any, to be always for Charterers account and time.

Miscellaneous: Panama and Suez Canal fitted - Yes

Satellite Navigation & Weather chart – Recorder / Inmarsat System.

Communication: Master's contact Details:
Email: 9400136@nsb-vessel.com
Voice VSAT-1: +49 4079 769 161
Voice VSAT-2: +49 4079 769 162
INM C: 435355612
MOB: +49 172 459 4104(@ Port Only)

All details 'about', given in good faith but without guarantee.