

MV OEL JUMEIRAH (IMO NO – 9238791)

Built: 2003, Samsung Heavy Industries, South Korea

Owners: M/s Orient Express Lines Inc, Panama.
Technical Mgmt.: M/s TW Ship Management Pvt Ltd, Mumbai, India
Flag: Panama
Port of Registry: Panama
IMO No.: 9238791
Call Sign: 3EVC5

Type: Gearless / Cellular Container Vessel

Vessel's Class: DNV-GL

Vessel's Dimensions:

LOA	260.049 m
LBP	244.800 m
Breadth Moulded	32.250 m
Draft Design	11.026 m
Draft Scantling	12.626 m
Depth Moulded	19.30 m
Height Above Keel	56.80 m
Height Above Keel (With Lowered Mast)	55.05 m

Deadweight: Abt. 39,800 tons on design draft 11.026 m
Abt. 50.760 tons on scantling draft 12.626 m

Lightweight: Abt. 16,511 tons

Tonnage: International GT abt. 39,941
International NT abt. 24,458
Suez GT abt. 41,804
Suez NT abt. 35,301
Panama GT abt. 35,885

Tank Capacities: VLSFO abt.* 6,358 m³ (100%)
(incl. Setting, Service and Low Sulphur Fuel Tanks)
MDO abt.* 267 m³ (100%)
(incl. Setting, Service and Low Sulphur Diesel Tanks)
Ballast water abt. 11,653 m³ (100%)
Fresh water abt. 628 m³ (100%)

Loading Instrument: (1) Anko Marine Load Planner.
(2) MACS3

Container Intake as Follows:

Always subject to vessel's stability, trim, deadweight, bunkers rob, Visibility, permissible stacking weights, Panama / Suez Canal Regulations.

Nominal

Container Intake: 4253 TEUS

Distribution as Follows:

In Holds : 1088 Teus + 248 Feus. Alternatively, 768 Feus + 48 Teus
On Deck: 2313 Teus + 178 Feus. Alternatively, 1323 Feus + 12 Teus
Grand Total: 3401 Teus + 426 Feus. Alternatively, 2.091 Feus + 60 Teus

For detailed max. Loading refer to cargo securing manual indicating the various stack weights.

Stack Load:

On Deck: Hatch Cover No. 1F

- 20' Containers: 60 Mts
- 40' Containers: 90 Mts

Hatch Cover Nos. 1A to 7A

- 20' Containers: 70 Mts
- 40' Containers: 100 Mts

In Holds:

- 20' Containers: 120,00 Mts (5 Tiers)
- 40' Containers: 213,50 Mts (7 Tiers)

7 Tiers in Holds of Which 1 Tier Can Be HC Without Losing A Tier.

Fittings:

Fully celled in holds for 40', alternatively 2x20' can be stowed into each 40' compartment. Bay 9 to 47 upper two layers must be 40' unit as well as other bay's top layers must be 40'. Vessel is equipped with fixed/loose lashing/securing devices semi-Automatic twist locks on deck and hanging stacker for inside cargo holds according OSHA-Rules.

Reefer Sockets:

In Holds: 70
On Deck: 330
Total: 400
Type of Plugs:
DAEYANG CR-44432U-SS02; 4-GANG
DAEYANG CR-54432U-SS03; 5-GANG
DAEYANG CR-54432TU-SS02; 5-GANG
DAEYANG CR-64432TU-SS02; 6-GANG
3 WIRE + 1 EARTH AT 3H, KEY POSITION AT 6H
POWER SUPPLY: 440V, 60HZ, 30A (PER REEFER)

Dangerous Cargo: The vessel is equipped for carriage of dangerous goods. All stowage and carriage of IMO cargo to be subject to and fully in accordance with vessel's document of compliance for the carriage of dangerous goods.

Holds / Hatches: 7 Holds / 14 Hatches / 40 Hatch Covers

Covers: Pontoon type (to be handled by shore gear), maximum weight about 33 mts each. Opening without sequence, 3 per hatch, except no. 1 where 2 Hatch Covers.

Cranes: Vessel is not fitted with cranes.

Stability:

- About 2.810 Teu at 14 Mts Each
- About 2.946 Teu at 12 Mts Each
- About 3.048 Teu at 10 Mts Each

Main Engine: HYUNDAI / MAN B&W - 8K 90 MC-C
Max continuous rating (MCR): 24.100 KW AT 91 RPM WITH 2 TC

Auxiliary Engines: 4 X DAIHATSU 6DK28 1,810 KW EACH
1 EMERGENCY DIESEL 216 KW

Bow Thrusters: 1 x abt. 1,600 kW

Speed / Consumption:

Main Engine:

- Abt 12 Knots on Abt 26 Mt VLSFO Max RMG 500
- Abt 13 Knots on Abt 31 Mt VLSFO Max RMG 500
- Abt 14 Knots on Abt 36 Mt VLSFO Max RMG 500
- Abt 15 Knots on Abt 40 Mt VLSFO Max RMG 500
- Abt 16 Knots on Abt 48 Mt VLSFO Max RMG 500
- Abt 17 Knots on Abt 58 Mt VLSFO Max RMG 500
- Abt 18 Knots on Abt 68 Mt VLSFO Max RMG 500

Auxiliary Engines:

- Sea: abt. 6.3 MT VLSFO per day
- Port: abt. 5.8 MT VLSFO per day (excluding consumption for boiler)

*All consumptions are per day and without reefers connected.

Consumption in Port with full reefers: abt. 21.16 MT VLSFO per day

The word "abt" refers to allowance of 0.5 knot less on the speeds and 5% more on consumptions, respectively.

Consumption for boiler to start up ignitors abt:10 MT MDO per month

Conditions: Always basis design draft of 11.026 Mtrs even keel, clean hull clean fuel, good weather and sea conditions i.e. winds not exceeding b/fort scale 3 and Douglas sea state 2 and no negative influence by swell, speeds and consumptions figures from about 65% MCR down to about 10% MCR adverse currents and or tidal streams:

Fuel Oil Quality / Bunker Specification:

Charterers shall ensure that the vessel is supplied with bunkers with a maximum Sulphur content of 0.50% m/m that shall comply with Regulations 14 and 18 of MARPOL Annex VI and not inferior to IFO RMG 380 with a CCAI of max 850 or less, and MGO DMA as per iso 8217/2010 specifications and any revision thereto.

Charterers shall also ensure, prior to the vessel entering in any of the Emission Control Areas (ECAS), to supply the vessel with Sufficient quantity of low sulphur bunkers (with a maximum sulphur Content of 0.10% m/m and complying with an ISO 8217/2010 Specification and any revision thereto) to be consumed when trading in ECAs areas at charterers risk, time and expenses without mixing This fuel with other bunkers on board. It is understood that the Low Sulphur bunker quantity required for change-over from high to Low Sulphur bunker prior entering in ECAS to be for Charterers' Account as well.

For the purpose of this clause, "Emission Control Areas (ECAs)" mean The areas designated under MARPOL ANNEX VI and/or any other area where a maximum fuel Sulphur content requirement is imposed by Regional and/or National Authorities such as, but not limited to, The ports in EU, in Turkey, in Norway and the California Waters (including 24 nautical miles of the California baseline). As regards California waters, the low sulphur bunkers to be supplied must only be marine gas oil.

Vessel participates in the Vishwa Lab or other bunkers quality testing program. Samples are taken during each bunkering at ship's Manifolds. Costs involved for each sample test to equally shared between owners and charterers.

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

Furthermore, the following criteria have to be met:

- (a) The fuel oil shall be of homogeneous and stable nature and in all respect suitable.
- (b) The fuel oil shall not contain any of the following substances:
Phenols, Styrenes, DCPC, inorganic acids, used or waste lubricating oils, refinery waste, tar oil or any other potentially harmful components.

Slow Steaming Clause: In case vessel is instructed by Charterers to proceed on slow speed operation, i.e. at an MCR load below 30% and down to about 10%, When the main engine is operating below 30% MCR additional boiler consumption of about 3.8 mt VLSFO per day. It is clearly understood that

master will follow charterers Instructions always in strict compliance with main engine's makers guidelines and recommendations and following Vessel's main engine cleaning procedures:

- 1) Increase the cleaning engine load to 85% of MCR once per day for one hour.
- 2) Main Engine loading to be performed slowly but keep the 85% load Only for the duration of the cleaning (one hour minimum) per day.

Fuel Oil Sampling /

Bunker Clause: Reference is made to vessel's Charter Party, "Bunker Clause".

Miscellaneous: Fitted with all modern nautical aids / Panama- and Suez Canal fitted / Satellite Navigation / Weather chart – Recorder / Inmarsat System.

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