

MV OEL KEDARNATH (IMO NO – 9219393)

Built: 2003, Stocznia Szczecinska, Poland
Owners: M/s Orient Express Lines Inc, Panama.
Technical: M/s TW Ship Management Pvt Ltd, India
Flag: Panama
Port of Registry: Panama
IMO No.: 9219393
Call Sign: 3EBE7

Type: Gearless / Cellular Container Vessel; Engine/Bridge - Aft

Vessel's Class: Class DNV + 100 A5 With Freeboard 6.584 M, IW, RSD, Solas-li-2, Reg.19 C2P58, Container Ship, + MC AUT

Vessel's Dimensions:

LOA	220.50 m
LBP	210.00 m
Breadth (extreme)	32.30 m
Breadth (moulded)	32.26 m
Draft design	10.50 m
Draft scantling	12.15 m
Depth	18.70 m
Air Draft	53.82 m (Folded - 51.50 m)

Deadweight: About 42,062 mts at Summer Draft 12.15 m
About 32,800 mts at Design Draft 10.50 m

Tonnage: International GT abt. 35,824 mt
International NT abt. 14,444 mt
Lightship Weight abt. 15,150 mt

Tank Capacities:

IFO abt.:	4,252 m ³
MDO abt.:	287 m ³
Ballast water abt.:	15,468 m ³
Fresh water abt.:	337 m ³ (FW 234 m ³ , Boiler 103 m ³)

Loading Instrument: SEACOS MACS-3 by NAVI

Nominal Container Intake: 3108 Units 20' / 8' / 8'6'

TEU Intake:

Stowage in Holds: 1408 Units 20 / 8 / 8'6' in 7 tiers of 8'6 High.
Alternatively: 6 Tiers Of 9'6" High (High Cubes).
Possible, Only in Certain Positions 6 Tiers 8'6" High
Plus 1 Tier 9'6" High Possible.

Stowage on Deck: 1700 Units 20 / 8 / 8'6".
Alternatively : 1534 FEU 40'X8'X8'6" PLUS 40 TEU 20'X8'X8'6"

FEU Intake:

Stowage in Holds: 684 FEU PLUS 40 TEU
Stowage on Deck: 850 FEU

- 572 FEU Units 40'x8'x8'6" On Stoppers in Holds 2-5 Plus
- 850 FEU Units 40'x8'x8'6" On Deck 348 Units 45'x8'x9'6" On Deck
- 118 Units 49'x8'x9'6" On Deck
- 45' And 49' Boxes in Bay 06/10 Plus Bay 22/26 Plus Bay 38/42

Intake always subject vessel's Stability, trim, Permissible Stack Weights and Subject to Regulations of Visibility.

Strength of Deck/Hatches:

Tank top (Distributed Load): 12 Metric Tons/Sqm.
Point Load: 168/210 Metric Tons, Each 20'/40' Stack.

Weather deck Between Hatch No. 11 And Poop deck,
Distributed Load: 3.00 Metric Tons/Sqm.
Point Load: 80/100 Metric Tons Per 20'/40' Stack

Weather deck Hatch Covers,
Distributed Load: 1.75 Metric Tons/Sqm
Point Load: 60/90 Metric Tons Each 20'/40' Stack on Hatch 1 and 2
Point Load: 80/100 Tons Each 20'/40' Stack on Hatch 3 To 11
70 tons of 20' stack when loaded in 40'bay with iso gap and unlashed on each end, 80 tons when stowed in separate 20'bays And Lashed on Each End.
Point Load 45': 90 Ts Hatch 2 100 Ts Hatch 3, 6, 7, 10, 11
Point Load 49': 100 Ts Hatch 3, 7, 10
Point Load On Stoppers in Hold No. 2, 3, 4, 5: 150 Tons

Distribution of Container-Weights Within A Single 20'/40' Stack to Comply with onboard Manual for Stowage and Lashing of Containers approved by the classification society.

The ship is constructed to carry and handle containers in accordance with ISO norm only.

The ship is fitted with lashing material in accordance with U.S. Osha Rules.

Detailed information on the applicable permissible stack-loads of the individual container stacks and the method of stowing and lashing the containers are as per class approved 'Container Securing Manual'.

Fittings:	<p>Vessel Is Fully Fitted with Loose Lashing Gear on Deck and Holds Acc. To Osha Rules.</p> <p>Holds:</p> <p>Fixed Cell Guides For 40' Units Are Fitted Able to Accommodate 2 X 20' Units. Over-stow of 20' Units By 40' Units Is Ensured. Stoppers Are Fitted in Hight of 5.25m Above Tank Top In 40'fixed Cell Guides in Holds 2, 3, 4 And 5.</p> <p>Deck:</p> <p>Lashing Plates and Foundations Are Fitted to Stow 20', 40', 45' And 49' Units on Deck and Hatch Covers. 20' Units Can Be Stowed into Separate 20' Bays with Lashings on Each End Or 2 X 20' Into 40' Bays with Iso Gap 76mm. Over-stow of 20' Units In 40' Bay By 40' Units Is Ensured Above 2 Tiers Of 20' Units on Deck or Hatch covers.</p>
Reefer Sockets:	<p>500 Reefer Plugs (440 Volt, 60 Cycles, 3 Phases, 3 O'clock)</p> <p>300 Reefer Plugs Fitted on Deck And 200 Reefer Plugs Fitted in Holds (32 Plugs in Hold 2 And 56 Each in Holds 3, 4 And 5)</p> <p>If Charterers Are Loading Reefers In 3rd Deck Tier or Above Or in Outer Deck Rows in Those Positions No Manual Reefer Monitoring & No Repairs of Reefers by Crew.</p>
Dangerous Cargo:	<p>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).</p>
Holds / Hatches:	<p>6 Holds / 11 Hatches.</p> <p>Hatch no. 1: 12.64 m x 18.00 m</p> <p>Hatch no. 2-11: 12.64 m x 28.30 m</p>
Covers:	<p>Pontoon Hatch Covers with Container Sockets, For 20', 40', 45'And 49' Units, Unforced Sequence with Omega Seals.</p>
Cranes:	<p>Vessel is not fitted with cranes.</p>
Stability:	<p>About 2500 TEU. Of 14 MT Homogeneously Laden</p>
Main Engine:	<p>MAN B&W 7K80MC / 26,270 KW / 104 RPM</p>
Auxiliary Engines:	<p>2 Man Type 5 L 28/32 / 1,050 Kw / 700 Rpm Each Directly Coupled to Generators with Output Of 1,250 KVA each and 2 X 6 L 28/32 1,260 Kw Each and directly coupled to Generators With Output Of 1,500 Kva Each.</p> <p>1 Emergency Diesel Generator Of 200 Kw</p> <p>Fixed right-handed Pitch Propeller Of 104 Rpm</p>
Bow Thrusters:	<p>1 x abt. 1,200 kW CPP</p>

Speed & Consumption:

Main Engine: Consumption spread for part load operation, reference Scantling Draft 12.00m:

Abt. 16.0 tons per day for abt. 11.0 kn.
Abt. 19.5 tons per day for abt. 12.0 kn.
Abt. 24.0 tons per day for abt. 13.0 kn.
Abt. 28.5 tons per day for abt. 14.0 kn.
Abt. 34.0 tons per day for abt. 15.0 kn.
Abt. 42.0 tons per day for abt. 16.0 kn.
Abt. 50.0 tons per day for abt. 17.0 kn.
Abt. 59.9 tons per day for abt. 18.0 kn.
Abt. 72.0 tons per day for abt. 19.0 kn.
Abt. 87.0 tons per day for abt. 20.0 kn.
Abt. 106.0 tons per day for abt. 21.0 kn.

Auxiliary Engines: Sea: abt. 4.50 tons per day RMG 380
Port (Idle): abt. 3.5 tons per day RMG 380

Additional consumption of about 0.50 metric tons/day RMG 380 at sea or in port per 10 reefer containers connected.

Boiler: Boiler consumption about 3 mt IFO / 24hrs in Port/Anchorage

All above IFO consumptions are based on IFO 380 CST

Marine Diesel / Gas Oil: No LSMGO consumption at sea except in areas where it is required by the Authorities/ regulations (e.g. Sulphur Emission Control Areas).

Conditions: Above figures based on good weather conditions and smooth sea maximum Beaufort 2 And maximum Douglas Sea State 2, on even keel in deep water with clean bottom and running at water depth 7-8 times of ship's draught, maximum sea temperature 32 degree celsius.

During entering/leaving port vessel is using 3 diesel generators as required for safe navigation.

Charterers shall supply suitable fuels to enable main propulsion and auxiliary machinery to operate efficiently and without harmful effects. Fuels to contain no waste lubricants or chemicals.

The Fuels Should Not Contain Any Added Substance or Chemical Waste Which

- (1) jeopardizes the safety of the ship or adversely affects the performance of the machinery; Or
- (2) Is harmful to personnel; Or
- (3) Contributes overall to additional air pollution.

Fuel Oil Quality

Main & Auxiliary engines: All Bunker to be supplied as per compliance with ISO 8217:2010 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 (2010) DMB Standards or any latest specifications thereafter and Sulphur limit as introduced by IMO according to MARPOL ANNEX VI

Furthermore, the following criteria have to be met:

- (a) Complies with CIMAC Recommendations/Guidelines;
- (b) Is of Stable Nature;
- (c) Is Within Specified CCAI Limits of Engine Maker but Not Exceeding CCAI Value of Maximum 850;

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 (2010) 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: Vessel not to force ice nor to follow icebreaker.
Vessel has no spreaders onboard.

Communication: Master's contact Details:
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All details 'about', given in good faith but without guarantee.