

MV OEL SHRAVAN (IMO NO – 9162368)

Time Charter Description - Last Updated: 26th May 2020

Name: OEL SHRAVAN
Built: 03/98 Wismar, Germany - Type CC 1600
Owners: M/s Orient Express Lines Inc, Panama.
Technical: M/s TW Ship Management Pvt Ltd, Mumbai, India
Flag: Panama
Port of Registry: Panama
IMO No.: 9162368
Call Sign: 3EID8
Next Dry Dock: April 2021
Next Special Survey: March 2023

Type: Geared Container Carrier / 1600 TEU

Vessel's Class: 100 A5 E 'Container vessel' SOLAS II-2, Reg.54, IW, Nav-OC. MC E AUT

Vessel's Dimensions: LOA 167.95 m
LBP 156.92 m
Breadth Moulded 26.70 m
Summer.Draft 10.824 m
Depth Moulded 14.40 m

Deadweight: Abt. 22,026 tons on summer draft 10,824 m

Loadability: Loadability in terms of weight at max 9.50 M draft (with 0.20 CM trim) is 17,500 MT

Tonnage: International GT abt.15,929 mt
International NT abt. 9227 mt
Suez GT abt. 16,657.8 mt
Suez NT abt. 13,364.03 mt
Panama UMS: 14,316.0 mt

Tank Capacities: VLSFO abt.* 1702.0 m³ (100%)
LSMGO abt.* 257.5 m³ (100%)
Ballast water abt. 5689.0 m³ (100%)
Fresh water abt. 202.6 m³ (100%)

Loading Instrument: SEACOS

Nominal Container Intake: (Always subject to vessel's stability, trim, deadweight, permissible stack weights, cargo securing manual, class approved container lashing manual and visibility regulations)

- Total nominal intake : 1.584 TEU

-	20' x 8' x 8'6"	Holds	594 units		
		Deck	858 units	plus	66 FEU

		Total	1.452 units	plus	66 FEU

-	Alternatively				
	40' x 8' x 8'6"	Holds	286 units	plus	22 TEU
		Deck	472 units	plus	12 TEU

		Total	758 units	plus	34 TEU

- High cube containers under deck :
 Height of Hold 1 (Bay 02) adequate for 1 x 8'6" + 3 x 9'6"
 Height of Hold 1 (Bay 06) adequate for 3 x 8'6" + 3 x 9'6"
 Height of Hold 2 and 3 adequate for 3 x 8'6" + 2 x 9'6"
 Height of Hold 4 adequate for 2 x 8'6" + 3 x 9'6"

Which means that 300 x 20' x 9' x 6" containers can be carried under deck without losing tiers from nominal intake.

- Oversize containers: vessel is suitable to carry 172 units of 45' x 8' x 9'6,5" on deck

- Panama intake: a maximum of 1,516 empty 20' containers (height of 8' 6") can be carried
 (Actual intake depends on vessel's loading conditions in order to meet the minimum visibility regulations)

Fittings: Fully cellularized in holds for 40' units, alternatively 2x20' units can be stowed into each 40' compartment. Vessel is fully fitted with loose lashing material/fittings/stacking cones for a regular mix of 20' and 40' units under and on deck respectively." Vessel fully fitted with semiautomatic loose lashing material according to OSHA rules in holds and on deck.

Reefer Sockets: 238 reefer plugs for 40' reefer units on deck (440V, 32A, 60Hz, 3 Ph.)

Dangerous Cargo: Vessel is suitable to carry hazardous cargo in containers in compliance with her 'Certificate of Compliance for the Carriage of Dangerous Goods'.

On deck : all classes except above engine room
 Cargo holds no.1 , 2 and 4 are fitted for transport of IMDG cargo classes 1.4S , 2.1, 2.2, 3.1 - 3.3. , 4.1. - 4.3. , 5.1 , 6.1 , 8 and 9.

Cargo holds no.3 is fitted for transport of IMDG cargo classes 1.1. - 1.6. 1.4S , 2.1, 2.2, 3.1 - 3.3. ,4.1. - 4.3., 5.1 , 6.1 , 8 and 9.

Holds / Hatches: 4 holds / 8 hatches

Hatch no. 1: 12,43 m x 12,86 m, 2 panels

Hatch no. 2-8: 12,43 m x 22,86, 3 panels

Covers: pontoon type, watertight with Omega Sealing system, non-sequenced opening All holds are fitted with CO2 fire extinguishing and automatic smoke detection systems.

Cranes: 3 electro-hydraulic deck cranes, Maker: NMF, mounted amidships between hatches 2/3 and 5/6 and 7/8
Lifting capacity: 40 t, max outreach: 28 m
45 t, max outreach : 25 m

Stability: (VCG container: 0.45)

abt. 1,140 TEU of 10t homogeneously laden

abt. 1,129 TEU of 12t homogeneously laden

abt. 1,081 TEU of 14t homogeneously laden

abt. 1,016 TEU of 16t homogeneously laden

abt. 955 TEU of 18t homogeneously laden

abt. 915 TEU of 20t homogeneously laden

Main Engine: DMR-SULZER 7 RTA 62 - One two-stroke cross head engine
Maximum continuous rating (MCR): 15.540 kW at 113 rpm
The engine is driving one fixed pitch propeller, diameter 6,40 m

Auxiliary Engines: Three AC generators each 1.100 kVA , 880 kW , 450 V , 60 Hz
One AC emergency generator 118 kVA , 95 kW , 450 V , 60 Hz.
Emergency diesel generator set is burning Marine Diesel Oil.

Shaft Generator: 1.800 kVA , 1.440 kW , 450 V , 60 Hz

Bow Thrusters: 800 kw

Speed & Consumption:

At Sea: About 17,0 knots at about 49,0 MT/d LSIFO (with shaft generator engaged),
About 14.0 Knots at about 27 MT/d LSFO (without reefer with shaft generator),
About 13 Knots at about 24.0 MT /d LSFO (with shaft generator engaged)
About 12.5 knots at about 20.0 MT/d LSFO (without reefer with shaft generator).

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

No LSMGO under normal circumstances at sea however in case vessel is

carrying max. number of reefers about 7.5 mts/d LSMGO will be consumed.

Port/ Anchorage consumption: about 2.5 mts/d LSMGO when idle
about 5.0 mts/d LSMGO with all cranes working but without reefers
about 10.2 mts/d LSMGO with all cranes working and full reefer load
about 1.3 mts/d LSFO for boiler, subject to atmosphere temperature

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: The figures are based on clean and smooth bottom, draft of 9,70m on even keel, deep and currentless water with a water temperature of max. 28°C, wind max. beaufort 2, sea max. douglas sea state 2.

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

No LSMGO under normal circumstances at sea however in case vessel is carrying max. number of reefers about 7,5 mts/d LSMGO will be consumed. Vessel uses very small amounts of LSMGO for main engine and aux. boiler in port. Charterers to provide sufficient i.e. about 50 MT quantity of LSMGO during sea passage for operating auxiliaries in case of emergency.

Remarks- In bad weather shaft generator cannot be used and in lieu of that aux generator will be used and total cons of LSMGO will be 2.5 MT. Also when aux engine is running - Main engine fuel oil cons will be reduced by 1.5 MT.

Fuel Oil Quality

Main & Auxiliary engines: All Bunker to be supplied as per ISO 8217 (2010) RMG 380 Standards or any latest specifications thereafter 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) The fuel oil shall be of homogeneous and stable nature and in all respect suitable.
- (b) Charterers agree to supply fuels which will be suitable for use in the vessel's engines. All products delivered to the vessel have to derive from petroleum crude oil only and have to be free of inorganic acids, chlorinated hydrocarbons and polypropylene. They shall neither contain any chemical waste or abrasive materials nor blending components derived from coal and shale distillation processes.

Fuel Oil Sulphur

content requirements: BIMCO Bunker Fuel Sulphur Content Clause for Time Charter Parties 2020 and emission limits and requirements as per Californian Code of Regulations (CCR) including latest amendments 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.

Navigational /

Communication Aids: Engine/Bridge aft

Fitted for Panama Canal and Suez Canal

Fitted with all modern nautical aids (i.e. Satnav, 2 radars, log, GPS, Autopilot, weather fax, Navtex etc.)

Fully automatic anti-heeling system fitted for smooth cargo operations whilst in port

Vessel not to force ice nor to follow icebreaker

Communication:

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