**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
  - Deck 472 units
  - plus 22 TEU
  - 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 loosing 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
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: Master’s contact Details:
Mob : +94 762187079 (Sri Lanka)
Mob : +91 8291063254 (India)
Mob: +91 9711990350 (India)
FBB Sat - +870 773 2345 77
SAT C 1 – 4353 96311
SAT C 2 – 4353 96312
Email : master.oelshravan@stationsatcommail.com

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