

## MV SSL KUTCH (IMO NO – 9157662)

Type: Container Vessel  
Built: 1998, Daewoo Heavy Industries, South Korea

Owners: Orient Express Line, INC.  
Technical Managers TW Ship Management Private Ltd, India  
Flag: Panama  
Port of Registry: Panama  
IMO No.: 9157662  
Call Sign: 3ENQ2  
Vessel's Class: IRS

Vessel's Dimensions: LOA 184.00 m  
LBP 174.00 m  
Breadth moulded 27.40 m  
Summer Draft 10.218 m  
Depth 15.80 m

Deadweight: Abt. 24.612 tons on summer draft 10.218 m

Tonnage: International GT abt. 21,339 MT  
International NT abt. 8,940 MT

Tank Capacities: FO abt. 2229.8 m<sup>3</sup>  
MDO abt. 225.2 m<sup>3</sup>  
Ballast water abt. 9673.7 m<sup>3</sup>  
Fresh water abt. 350.9 m<sup>3</sup>

Loading Instrument: EASEACON

### Nominal

**Container Intake:** Nominal Capacity - 1725 TEUs

Intake stowed as follows : 1725 TEU

Stowage in Holds: 778 Units 20 / 8 / 8'6'', resp.  
Stowage on Deck: 947 Units 20 / 8 / 8'6''.

FEU Intake - 829 Units

Stowage in Holds: 383 Units 40 / 8 / 8'6'' plus 12 TEU  
Stowage on Deck: 446 Units 40 / 8 / 8'6'' plus 55 TEU

\*139 units 20 ft on deck aft of accommodation in Bay 37 & 38 (Bay 38 is designed for 40ft containers 139-44=95 units 20ft.)

High Cube intake in holds:

20ft- 636 on Hatch Cover/ 40ft- 316 on Hatch Cover

Only 1 High Cube in each row can be loaded under deck without losing any tiers. On deck, vessel can load High Cube in all tiers but 1 tier to reduce to compromise the visibility.

Stack Load:	On Deck & Hatch Covers:		
	20Ft	40 Ft	
	Bay 1/3	60	90
	Bay 5/7 -	60	90
Rest all	- 80	110	

In hold:	20Ft		40 Ft
	Bay 1/3	96	124
	Bay 5/7	120	155
	Rest all	144	180

Fittings: Fully fitted with all lashings / fittings to serve a full load of TEU / FEU in holds and on deck / hatch covers.

40ft cells in holds.

2 x 20ft units can be stowed into each 40ft cell by use of twist stacker.

On deck, 40' unit cannot be loaded on two 20ft units.

Reefer Sockets: 242 Reefers plugs AC-440 V 32A 60 HZ (196 TEUs On Deck & 46 TEUs Under Deck). As per plan, Under Deck Reefer can be loaded only in bay 34.

Dangerous Cargo: On Deck Only. "In accordance with Document of compliance for Carriage of Dangerous Goods certificate"

Following dangerous cargoes are always explicitly excluded from carriage on board:

- a) Any goods of Class 1 & 7
- b) Class 2. 1 (Lighters) UN No. 1057
- c) Any IMDG class 4.1 n 5.2 dangerous goods for which temperature control is required.
- d) Class 5.1 (UN No. 2208 & 1942)

Holds / Hatches: 5 Holds / 9 Hatches.

Hatch dimensions (length x breadth):

- Hold no.1 - Two Hatches - Port 13.004 m x 5.483 m/ Stbd 13.004 m x 8.035m

- Hold no.2 - Two Hatches - Port 13.004 m x 8.048 m / Stbd- 13.004 m x 10.600 m (Bay 5/7)

- Hold no.2 - Three Hatches - Port 13.004 m x 8.058 m/Centre- 13.004 x 7.648m / Stbd- 13.004m x 8.058 m (Bay 9/11)
- Hold no.3 - Three Hatches - Port 13.004 m x 8.058 m/ Centre- 13.004 x 7.648m / Stbd-13.004m x 8.058 m (Bay 13/15)
- Hold no.3 - Three Hatches - Port 13.004 m x 8.058 m/ Centre- 13.004 x 7.648m / Stbd - 13.004m x 8.058 m (Bay 17/19)
- Hold no.4 - Three Hatches - Port 13.004 m x 8.058 m /Centre- 13.004 x 7.648m / Stbd-13.004m x 8.058 m (Bay 21/23)
- Hold no.4 - Three Hatches - Port 13.004 m x 8.058 m/ Centre- 13.004 x 7.648m / Stbd-13.004m x 8.058 m (Bay 25/27)

Covers: All pontoons can be operated non-sequential.

Stability: 1314 TEUs of 14 MT homogeneously laden (summer draught)

Main Engine: HAJUNG B&W 6S60MC Fixed Propeller RH  
Maximum continuous rating (MCR): 16680kW at 105 rpm

Auxiliary Engines: 2 x YANMAR / 6N280 L-EN and 1 x Yanmar / 6EY18ALW

Electrical capacity: 1866.7kWe (kVA) each & 937.5 KWE/KVA  
1 x Emergency diesel generator-Electrical capacity: 150 (kVA)

Bow Thrusters: Capacity-1000 KW CPP Type/ not operational

### **Speed / Consumption:**

Main Engine: Consumption for vessel at Sea on summer draft 10.218 m:

- Abt. 24 tons IFO / Day for abt. 14.0 kn.
- Abt. 22.5 tons IFO / Day for abt.13.0 kn.
- Abt. 21.0 tons IFO / Day for abt. 12.0 kn.

Auxiliary Engines: Sea: abt. 1.6 tons IFO/ Day  
Port: abt. 1.6 tons IFO/ Day

During maneuvering two Aux. Engines will be running with consumption of 4.0 MT.

Vessel will carry maximum 130 Reefer Units basis below consumption:

- a) With 2 nos. A/ E working: 90 reefers can be carried and total consumption will be 6.2 MT/ day
- b) With 3 nos. A/E working: 130 reefers can be carried and total consumption will be 8.9 MT/Day

Auxiliary Boiler: Boiler consumption abt 1.0 mt MDO / 24hrs in port/anchorage

Marine Diesel Oil: The vessel may burn MDO to stop / start engines and /or boiler.  
Consumption of Boiler always subject to outside temperature.  
At any time, vessel to have min. 30 MT of MDO on board from which she might consume from time to time small quantities for maintenance purposes and

emergency use apart from boiler consumption”

Conditions: All above figures are based on Beaufort 2 and Douglas Sea state 2 conditions at summer draft.

Iron content should not be above 15 mg/ kg but “Ultra – low sulfur heavy fuels” (e.g. HDME 50) are expressly excluded. IFO shall not contain waste lubricants, tar oil, inorganic acids, chemicals or any other harmful substances.

Fuel Oil Quality: Main and auxiliary engines: ISO 8217 – 2010 – RMG 380 standards with a Sulphur content of less than 0.5%.

Marine Diesel Oil: ISO 8217 – 2010 – DMB and any subsequent amendments thereto.

Fuel Oil Sulphur

content requirements: Low Sulphur Fuel Oil should have Sulphur content less than 0.5%. Analysis of supplied IFO to be obtained and confirmation of Sulphur content in line with IMO / DG requirement to be ascertained prior using the Low Sulphur Heavy Oil. Charterers to supply only Low Sulphur bunkers which comply with the limits as contained in MARPOL Annex VI Rule 14, i.e. contain a maximum of 0.5 % m/m Sulphur.

Fuel Oil Sampling /

Bunker Clause: Reference is made to vessel’s Charter Party, “Bunker Clause”.  
- BIMCO 2020 Marine Fuel Content clause to apply  
- BIMCO 2020 Fuel Transition Clause to apply

Miscellaneous: Co2 fitted in Holds: Yes  
Panama / Suez Canal Fitted: Not on Board  
No Suez/Panama Certificate Onboard.

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All details are “about”.