

# SSL Godavari

## Gearless Container Vessel

---

### VESSEL'S DESCRIPTION

---

Vessel's name	:	SSL Godavari
Vessel type	:	Gearless Container Vessel
Built	:	2010
Yard	:	Yan Fan Group
Port of Registry	:	Mumbai
Flag	:	Indian
Call sign	:	VTUJ
IMO-No	:	9399791
Class & Class notation	:	DNV ✕100 A 5 E Container Ship BWM SOLAS II-2 Reg. 19, IW, NAV-O, ✕MC E AUT

---

### MAIN PARTICULARS

---

TEU capacity	:	2,872
LOA	:	225.00 m
LBP	:	212.50 m
Beam	:	31.00 m
Depth moulded	:	19.70 m
GT/NT	:	32,901 / 13,452
Panama GRT	:	27,271
Suez GRT	:	34,734.49
Deadweight / Draft (scantling)	:	35,538 on 12.2m
Lightweight	:	14,817.5
Reefer Sockets on deck/in holds	:	Ttl 783 - 382 on deck/ 401 in holds (In holds 185 air cooled + 216 water cooled or 218 air cooled + 183 water cooled) Special stowage pattern applied in Cargo Holds Based on average load consumption of 6.5kw/Reefer Ship provided with electrical system for deck generator(Power pack) installation.

---

### CONTAINER CAPACITIES

---

	:	20'		40'		20'
In Hold	:	1,298 units	Or	626 units	+	44 units
On Deck	:	1,574 units	Or	746 units	+	82 units
Total	:	2,872 units	Or	1,372 units	+	126 Units
Reefer Plugs						
On Deck	:	382				
In Holds	:	401				

---

### HOMOGENOUS LOADING CAPACITIES

---

14 M/ts : 2,125 TEUs

Container intake always subject to vessel's strength/stability and permissible stress and visibility.

**All details 'about' and without guarantee.**

# SSL GODAVARI

---

## HATCH COVERS

---

Type: Pontoon type hatch covers, 6 Holds/11 Hatches

---

## MAXIMUM STACK WEIGHTS

---

Stack Weight	In Holds	On Deck	Hatches
20'	170 mts (Holds 2-5), 60 mts (Hold No.1)	70 mts	90 mts
40'	210 mts (Holds 2-5), 90 mts (Hold No 1)	90 mts	120 mts

---

## TANK CAPACITIES (100% FULL)

---

Heavy Fuel Oil (IFO 380)	:	Abt	3,407.20	Cbm
Marine Diesel Oil	:	Abt	1,342.30	Cbm
Ballast Water	:	Abt	14,266.40	Cbm

---

## MACHINERY

---

Main Engine	:	B&W 70MC-C MK VIII	22,890 kW
Auxiliary Engines	:	4 x diesel generators YANMAR 6EY26L each	1,840kW
Bow Thruster	:	1 x electric motor driven	1,300 kw

---

## SPEED AND CONSUMPTION

---

### At Sea

- About 19.9 kn on abt 71 mt IFO + abt 5 mt IFO for D/G
- About 17.4 kn on abt 48 mt IFO + abt 5 mt IFO for D/G
- About 13.8 kn on abt 25 mt IFO + abt 5 mt IFO for D/G
- About 10.0 kn on abt 11 mt IFO + abt 5 mt IFO for D/G

For the above there will be additional consumption for bow-thruster a/o reefer plugs if used.

### In Port

- About 5 m/ts IFO for D/G (excluding consumption for reefer plugs, if used)
- About 3 m/ts IFO daily for heating water/fuel oil tanks

Additional consumption basis max reefer intake:

The Aux. Engines will consume abt. 22.5 mtons IFO per day at port and at sea plus if power pack is in use an additional consumption of 6.0 mtons MGO will apply.

Vessel does consume abt. 5.0 mtons MGO per month.

The main engine not to be operated below 10% MCR and every two days and within a period of one hour the power to be increased to 60% MCR. Thereafter vessel to steam with minimum 60% MCR for 30 minutes and the power to be decreased to low load again within the following 30 minutes. Slow steaming operation to be performed with due consideration to safe navigation.

All details are given 'about' and without guarantee.

# SSL GODAVARI

Additional consumption of fuel oil (depending on trading area either IFO or MGO) for auxiliaries/boiler while sailing with a load less than 50pct MCR and due to increase up to 60pct ME load.

All speed/consumption figures given basis design draft of 10.50m, no reefers connected, clean/smooth bottom, even keel, deep and currentless water/sea with a temperature of max 28 degrees Celsius, and smooth wind/sea conditions up to max Beaufort Scale 2 / Douglas Sea State 2 Vessel may use MGO in way of IFO when sailing narrow a/o restricted waters a/o transiting rivers a/o canals a/o entering/leaving ports.

In case of any low load operation done, Charterers agree to reimburse Owners against actual invoice for the damaged parts while the vessel performing low load operation.

In case of a blower and/or Impeller and/or boiler and/or any spare parts (in relation to slow steaming) breakdown, Charterers agree not to place the vessel off-hire.

## **Vessel to be bunkered with bunkers complying with following specs:**

VLSFO RM / ULSFO RM in strict accordance with ISO 8217:2017 and in accordance with ISO/PAS 23263:2019. Can burn according to ISO 8217:2010(E) and statutory requirements if required.

ULSFO DM in strict accordance with ISO 8217:2017 and in accordance with ISO/PAS 23263:2019. Can burn according to 8217:2010(E) and statutory requirements if required.

Should the a.m. fuels not be available, any alternative supply is always subject to Owners' prior approval, however, notwithstanding the aforesaid, bunker specification always to meet ISO fuel standard 8217:2017 (and as amended from time to time).

Charterers are to supply suitable fuel to enable main propulsion and auxiliary machinery to operate efficiently and without harmful effects. Fuels to be mineral based products and shall not contain waste lubricants (ULO), chemicals and/or any other harmful substances and shall be of homogenous and stable nature. They shall be in accordance with MARPOL 73/78 ANNEX VI regulations and alterations as and when in force. Exception: when trading EU countries/EU territorial waters, the bunker specifications additionally to be in line with the EU regulations. Sludge quantities not to count as fuel consumed.

Sulphur content and related requirements are to meet revised MARPOL Annex VI standards (as amended from time to time) and are to be incorporated in this description and BIMCO 2020 Marine Fuel Sulphur Content Clause for Time Charter Parties to form part of the Charter Party.

Charterers shall ensure that fresh bunkers are supplied to the vessel in good time before the previous bunkers are exhausted. During bunkering, samples will be taken for the purpose of obtaining a preliminary determination of whether the bunkers supplied comply with the agreed bunker specifications as set out above. These samples will be taken in accordance with MARPOL annex VI Guidelines for sample taking and analysed. The vessel shall not be obliged to burn bunkers until the results of the analysis are received by Owners confirming that the bunkers supplied conform with the agreed Bunker Specifications set out above. Time spent awaiting the results of the analysis shall be for Charterer's account.

Vessel will participate in a fuel quality testing program. Samples will be taken during each bunkering as described above. Charterers will participate with USD 300.00 per analysed sample in this program and owners will share the test results with charterers.

It is expressly agreed that the results of the above analysis are of limited scope and intended to be preliminary only. Owners retain the right to a full analysis of those samples taken during bunkering, pursuant to the BIMCO Bunker Quality Control Clause for Time Chartering in the case of any dispute

**All details are given 'about' and without guarantee.**



# SSL GODAVARI

as to whether the bunkers conform to the agreed Bunker Specifications as set out above or are otherwise unsuitable for burning in the Vessel's engines or auxiliaries.

Sludge removal to be for charterers account and time.

No burning of fuel without Master having received fuel testing results.

*[Handwritten signature]*

