



#### BUILT

2009 (14,000 TEU Class)

#### YARD

Daewoo Shipbuilding & Marine Engineering Co., Ltd.

#### HULL NO.

4178

#### MAIN PARTICULARS

|                               |      |          |
|-------------------------------|------|----------|
| Length over all               | abt. | 365.50 m |
| Length between perpendiculars |      | 349.50 m |
| Breadth moulded               |      | 51.20 m  |
| Depth to main deck            |      | 29.90 m  |
| Draught, scantling (Ts)       |      | 16.00 m  |
| Draught, design (Td)          |      | 14.00 m  |

|                     |      |           |
|---------------------|------|-----------|
| Deadweight at Td    | abt. | 133,000 T |
| Deadweight at Ts    | abt. | 165,300 T |
| Service speed at Td | abt. | 24.1 kn   |
| Sea margin          |      | 15%       |
| Cruising range      |      | 25,000 NM |

Class: GL, +100A5, CONTAINER SHIP, +MC, AUT, IW, SOLAS II-2 Reg.19, NAV-O, RSD STAR, Environmental Passport, BWM-S

#### COMPLEMENT

Crew of 30 p

#### MAIN ENGINE

|                |                       |            |
|----------------|-----------------------|------------|
| MAN B&W        |                       | 12K98MC-C7 |
| MCR            | 72,240 kW x 104.0 rpm |            |
| NCR            | 65,020 kW x 100.4 rpm |            |
| D.F.O.C at NCR | abt.                  | 262.20 T/d |

#### TANK CAPACITY

|                   |      |                       |
|-------------------|------|-----------------------|
| Heavy fuel oil    | abt. | 13,500 m <sup>3</sup> |
| Marine diesel oil | abt. | 400 m <sup>3</sup>    |
| Fresh water       | abt. | 400 m <sup>3</sup>    |
| Ballast water     | abt. | 48,000 m <sup>3</sup> |

#### CONTAINER CAPACITY

With max. number of containers (IMO visibility guidance)

|         |      |            |
|---------|------|------------|
| On deck | abt. | 7,572 TEU  |
| In hold | abt. | 6,428 TEU  |
| Total   | abt. | 14,000 TEU |

|                       |   |            |
|-----------------------|---|------------|
| Homo. 14 MT/TEU at Ts | abt.                                    | 10,640 TEU |
| Reefer Container      | 1,000 FEU on deck                       |            |
|                       | (900 FEU in port manoeuvring operation) |            |

#### HULL STRUCTURE

Steel material: Mild steel and higher-tensile steel of up to HT 40 TMCP steel  
Vertical supporting system for T/BHD

#### PAINTING

W.B.T.: Tar free epoxy  
Cargo hold: Epoxy primer, Epoxy finish  
Side shell: Tin free self-polishing anti-fouling

#### CARGO HATCH COVER

Type: Pontoon type with non-metallic low friction bearing pad (total 20 hatches)

Stack weight: 90 tons for 20',  
140 tons for 40/45'

Panel weight: Max. 43,5 tons of each panel (including container loose fittings)

#### CONTAINER SECURING

In hold: Cell guide for up to 40' (2 x 20' up to 10 tiers from tank top)  
On deck: Rod lasing with twist lock

#### DECK MACHINERY

Bow thruster: 2 x 1,800 kW, El. CPP type  
Steering gear: 1 x El.-hyd., 2.ram-4cyl. type  
Windlass/mooring winch: 2/10 x El. type  
Engine spare handling: 1 x 13 tons(SWL) crane Monorail type  
Provision crane: 2 tons, 4 tons(SWL), Cylinder luffing type

#### BALLAST SYSTEM

Ballast & bilge pump: 2 x 1,000m<sup>3</sup>/h x 30mTH

#### STEAM GENERATION

Aux. boiler: 1 x 6,000 kg/h x 7 bar g  
Exh. gas boiler: 1 x 4,500 kg/h x 7 bar g

#### ELECTRIC POWER GENERATION

Diesel generators 4 x 3,840 kW  
Emergency generator 1 x 550 kW