

MV OEL SHASTA (IMO NO – 9134684)

Built: Nov 1997 in Stocznia Szczecinska S.A., Szczecin, Poland
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.: 9134684
Call Sign: HPOF
Next Dry Dock: Jan, 2021
Next Special Survey: Dec, 2022

Type: Selfsustained Cellular Container Vessel - Type B-186HL

Vessel's Class: DNV-GL+100 A5 E Container VL SOLAS II.2 NAV-O+MCE AUT

Vessel's Dimensions:

LOA	179.23 m
LBP	167.26 m
Breadth Moulded	25.52 m
Summer.Draft	9.94 m
Summer.Air Draft	37.78 m
Depth Moulded	13.50 m
TPC	abt 35.5mt/cm
Constants:	abt 150mt excluding FW

Deadweight: Abt. 22,420 mt
Light Ship : 7394mt

Tonnage: International GT abt.16,264 mt
International NT abt. 8.719 mt
Suez GT abt. 16,824 mt
Suez NT abt. 13,963 mt
Panama NT: 13,620 mt

Tank Capacities:

VLSFO abt. *	1,533 m ³ (95%)
LSMGO abt.*	168 m ³ (95%)
Ballast water abt.	7390 m ³
Fresh water abt.	205 m ³
Endurance: abt.	13.000 nm

Loading Instrument: SEACOS MACS3 NET 1.1

Nominal

Container Intake: (All intakes are always subject to vessel's stability, ballast and bunkers ROB, trim, permissible stack weights, permissible lashing gear loads, ranges of visibility regulations and cargo Securing Manual requirements. Fully Cellularized in holds for 40' units. Fitted with loose lashings for 20'/40'/45'/48' units.)

- Total nominal intake : 1,684 TEU

- In holds 630 TEU / alt. 301 FEU + 28 TEU

- On deck

Main deck	16 TEU alt.	8 FEU
1st tier	160 TEU	alt. 80 FEU
2nd tier	196 TEU	alt. 98FEU
3rd tier	196 TEU	alt. 98 FEU
4th tier	196 TEU	alt. 98 FEU
5th tier	160 TEU	alt. 75 FEU
6th tier	130 TEU	alt. 63 FEU

Total on Deck: 1,054 TEU alt. 520 FEU

- **Total holds and deck:** 1,684 TEU / alt. 821 FEU + 28 TEU

Upto 208 units of 45' length respectively 88 units of 48' length may be stowed on deck. Possible stowage in holds: 4 tiers 8'6" + 1 tier 9'6", except in hatch No. 2

- Panama intake: abt. 1,538 TEU
(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: 160 reefer plugs for reefer units on deck (440V, 32A, 60Hz, 3 Ph.) including 60 Y-connections (on which only 20' units can be carried). Additional 60 plugs fitted on crane columns (which cannot be operated when cranes being worked).

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

-IMDG cargo: on Deck and under deck in accordance with Class DG compliance certificate:

Hold 1:	IMDG 1, 2, 3, 4, 5.1, 6.1, 8
Holds 2-4:	IMDG 2, 3, 4, 5.1, 6.1, 8

Holds / Hatches: 4 holds / 9 hatches
Electrically ventilated holds - 6 air changes /hour basis empty holds - CO2 fitted.

No 1: 12.48 x 13.00 m - covered by 2 pontoons
No 2-9: 12.48 x 20.60 m - covered by 3 pontoons

Covers: Hatch No. 1 pontoons weight 18.5mt each
Hatch No. 2 port and stbd 20.5 mt center 15mt
Hatch No. 3-9 port and stbd 22.5 mt each center 16mt

Pontoon type hatch covers divided into three longitudinal sections, except hatch no. 1 which is divided into two longitudinal section, Port- and starboard sections can be opened without shifting middle sections. Middle section can only be opened after port- and starboard sections are removed.

Cranes: 3 x 45 mts Haggglunds Single Cranes, outreach 28 m

Stack Weights:

Stackloads :	20' uts	40' uts	45' uts	48' uts
Tanktop :	120t	165t	----	----
Main Deck:	60t	90t	90t	90t
Hatches 1+2:	40t	60t	----	----
Hatches 3-9:	60t	90t	90t	90t

Distribution of container weights within a single 20'/40' stack on deck to comply with the board manual for stowage and lashing of containers approved by class.

Uniform load - hatch covers 1,75mt/m2
- main deck 1,60mt/m2
- tanktop 9,30mt/m2

Stability: about 1,100 TEU at 14 tons

Main Engine: Sulzer 6RTA 62U of 13.320 kW at 113 rpm

Auxiliary Engines: 3 x 564 kW

Shaft Generator: 1x 1,000 kW.

Speed & Consumption:

At Sea: - abt 12 knots at abt 22mt LSFO without shaft gen in operation
- abt 14 knots at abt 30mt LSFO with shaft gen in operation
- abt 15 knots at abt 34mt LSFO
- abt 16 knots at abt 37mt LSFO
- abt 17 knots at abt 41mt LSFO

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

Fuel consumption at Sea while carrying Reefer Container
- upto 50 reefers - no addition generator required to run.

With max reefers loaded - Shaft generator + two aux engines
- 5.0 MT LSMGO required

- Vessel is not Uni-fuel.

Port/ Anchorage consumption: about 2.5 mts/d LSMGO when idle and 1.5 mt/LSFO for Aux Boiler
about 5.5 mts/d LSMGO with all cranes working but without reefers and 1.5 mt/LSFO for Aux Boiler

7.5 MT with all crane working + full reefers capacity+1.5MT boiler LSFO

Marine Diesel / Gas Oil: No LSMGO consumption at sea except in areas where it is required by the local Authorities/ regulations (e.g. Sulphur Emission Control Areas).

Conditions: Above speed & consumptions figures are at design draft of 9,50m basis clean/smooth bottom, even keel, deep and current less water/sea with a temperature of max. 28 Degree Celsius, wind max. Bft.2 and sea not exceeding Douglas sea state 2.

No LSMGO at sea with shaft generator engaged - in which case speed will be reduced depending on load except when reefer containers carried or hold ventilation being used, in case of emergency and/or navigation with reduced speed and/or navigation in restricted areas like approaches, shallow waters, etc. Charterers to provide sufficient quantity of LSMGO during sea passages for operating auxiliaries/generators in case of an emergency.

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.

Miscellaneous :

Engine/Bridge aft

Fitted for Panama Canal and Suez Canal / WWF / Australian Regulation

Fully GMDSS Fitted

Fitted with stability and cargo computer on board with special programs for dangerous cargo (imdg), container lashing, optimum trim, inclining experiment, etc.

Vessel not to force ice nor to follow icebreaker

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