

MV OEL COLOMBO (IMO NO – 9351804)

- Type: ST 1000 Type - Selfsustained Cellular Container Vessel
- IMO: 9351804
- Call sign: 3EFZ8
- Flag: Panama
- Owners – Orient Express Lines Inc, Panama
- Technical Management: TW Ship Management Pvt Ltd, India

- All modern navigation and communication aids
- Built: 2008, S T Marine Singapore
- Class: ABS+A1(E)+AMS-ACCU "Container Vessel"
- DWAT: abt. 13,432 mt dwat sfb — draft abt. 8.30 m fully laden on even keel
- GT/NT: 9,990 / 4,285
- LOA: 148 m (150.7m with Ductail)
- BREADTH: 22.892 m
- HOLDS / HATCHES: 4 / 7
- Next DD /SS : Jul- 2021 / Apr- 2023

INTAKE / STABILITY:

Upto 1028 TEU (20' x 8' x 8'6")

Stowage hold = 327 TEU
Stowage deck = 701 TEU
Total = 1028 TEU

Alternatively: Upto 540 FEU (40' x 8' x 8'6") plus 10 TEU

Stowage hold = 157 FEU 13
Stowage deck = 340 FEU 21
Total = 497 feu (plus 34 TEU)

- Stability: abt. 711 TEU of 14 tons each (scantling) with a center of gravity as per IMO regulations , basis homogeneously laden/distributed.

All figures are subject to vessels' stability, trim, visibility, canal regulations and permissible stack weights.

- Vessel can accommodate upto 133 units of 45' on deck
- 2 tiers of 8' 6" plus 2 tiers of 9' 6" height containers in cargo holds
- No HQ hold one/two BOX 01,03,05,07
- Containers in holds to be stowed in fixed cellular guide system, 7 containers athwart ship (max) and 4 tier high.
- Precaution to be done for loading one additional tier of empty containers on deck as far as possible.
- Containers on deck to be stowed at 9 rows athwart ship max. and 4/6 tiers high.
- Lashing by twist locks and rod lashing.
- all container units longitudinal and in direct stow
- all container intakes always subject to vessel's stability / trim and permissible stack weights,
- stack weights: (all point load)
Stack loads in holds: 96 mt each 20' / 120 mt each 40' container stack

On-Deck 20' Variable 37.5 mt - 70mt dependant on GM and Row position

On - Deck 40' Variable 72.5 mt - 90mt dependant on GM and Row position

40' On Top of 2 X 20 Loadable, but stack weight not available

- 100 reefer sockets (on deck)

max kw available for reefers: 750 kw with two auxiliary engines

40' high cube reefer positions available: high cube reefer capacity on deck is 100

Weathertight pontoon hatch covers, non-sequential, are arranged as follows

No 1 hatch (C/H No. 1): single hatch cover

No 2 to No 7 hatches (C/H No. 2 to 5): two hatch covers each

CRANE CONFIGURATION:

- 2x40 (30) T/25 (28)m Liebherr Electro-Hydraulic Cranes positioned in the center

- vessel is not equipped with a spreader, but has lifting wires for hatch cover opening / closing which are sufficient to open hatch covers with vessel's cranes

MAIN ENGINE:

- WARTSILA 8L46F - 10000KW (MCR) at 600rpm

- Main Gen Set 2x875KW (MCR)

- WARTSILA 875W6L20/AVK

- 1x52 KW (MCR) WARTSILA 520W4L 210/AVK

TANK CAPACITY:

HFO: 857.2 cbm

(Tank no 1P- 183.7 m3, 1S- 244.2 m3, 2P-187.1 m3, 2S-242.2 m3)

MDO: 77.0 cbm

Ballast water: 5019 MT

SPEED / CONSUMPTION / BUNKERS (ALL DETAILS ABT.):

Abt. 19 knots on abt. 40 - mts IFO at - 90 - pct MCR

Abt. 18 knots on abt. 37 - mts IFO at - 85 - pct MCR

Abt. 17 knots on abt. 34 - mts IFO at - 80 - pct MCR

Abt. 16 knots on abt. 32 - mts IFO at - 70 - pct MCR

Abt. 15 knots on abt. 30 - mts IFO at - 60 - pct MCR

Abt. 14 knots on abt. 26 - mts IFO at - 50 - pct MCR

Abt. 13 knots on abt. 24 - mts IFO at - 40 - pct MCR

Abt. 12 knots on abt. 22 - mts IFO at - 30 - pct MCR

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

Main engine, auxiliary diesel-generators for working on IFO 380.

When Shaft Generator is connected Main engine consumption increases by 1.2 MT.

Vessel burns MDO for emergency only. Max. MDO consumption per month about 2 MT.

Speed / consumption based on design draft on even keel and good weather conditions of max. Beaufort 4 / Douglas 3 in deep water with no adverse currents with seawater temperature of max. 30 deg eel without any sea margin considered / without reefers connected / shaft generator not engaged.

With max reefer: 5.5 to 6.0 MT/day in additional to above.

-Port consumption for auxiliary engines:

abt. 2.2 mt RMG 380 (Idle/Without reefers connected) plus abt. 1 mt on Aux. Boiler.

With max reefer 5.0 mt/day & auxiliary boiler 1.0 mt

- Bunker Specifications:

Charterers shall supply and pay for fuel and diesel oil of the specification and grades (as stated below) which are of stable and homogeneous nature and which to comply with standard.

ISO 8217 / 2010

IFO: RMG 380

MDO: DMB

Fuel has to comply with requirements of MARPOL 73/78 Annex VI and federal regulations if applicable.

Charterers shall only supply suitable fuel to enable main propulsion and auxiliary machinery to operate efficiently and without harmful effects. Vessel will not commingle different bunker stems in the same storage tank.

Sludge removal, if any, to be for Charterers account and Charterers time.

Vessel is not fitted with Scrubbers or Exhaust Gas Systems (EGCS).

ADDITIONAL INFORMATION:

Owners confirm that vessel is:

- fully container fitted including all lashing materials and fittings
- not OSHA fitted
- not Australia fitted
- not New Zealand fitted
- not ITF fitted
- fully Panama fitted
- not fitted with Suez Canal light
- not able to burn RMK 500 CST
- not amp / cold ironing fitted
- not ISO 14001 certified

COMMUNICATION DETAILS:

Email : master@oelcolombo.transworld.commbox.com

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All details (except fuel specification)'about'.

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