



**Class Notation:**  
**DNV GL + 1A Container ship BWMT DG(P) BIS**  
**RSCS E0 TMON Clean**

**Main Dimensions:**

Length overall	167.00 m
Length b.p.	157.60 m
Breadth mld	30.60 m
Depth to Main Deck	14.00 m
Design/Scantling Draft	8.50 / 9.50 m
Deadweight (Design/Scantling)	abt. 19200 t / 23400 t
Gross Tonnage	19500
Net Tonnage	9300
Max. endurance on design draft, max. speed (ME and Auxiliaries for sea service on HFO, 0 Reefer)	12000 nm

**Container Capacity:**

Container	20'	40'	40'hc 9'6"	45'	40'-Reefer
on deck	1176	584+8	504	484	274 R
in hold	662	320+22	248	0	192 R
<b>Total</b>	<b>1838</b>	<b>904+30</b>	<b>752</b>	<b>484</b>	<b>466 R</b>

(Vessel is optimised for 2 \* Standard + 3 \* High Cube container in hold)  
 Bays across hold/deck 10/12

**Container Stability:**

Stability 14t/TEU - 100% consumables  
 abt. 945 TEU at 7.5 m draft  
 abt. 1250 TEU at 8.5 m draft  
 abt. 1470 TEU at 9.5 m draft  
 Stability 14t/TEU - 50% consumables  
 abt. 980 TEU at 7.5 m draft  
 abt. 1280 TEU at 8.5 m draft

**Speed/ Consumption:**

Max. Speed at design draft (75% SMCR; 10% SM; 2 Bft.) abt. 18.5 kn  
 Main Engine only abt. 41.7 mt/day  
 Main Engine and Auxiliaries for sea service and 0 Reefer abt. 46.9 mt/day  
 Main Engine and Auxiliaries for sea service and 462 Reefer abt. 59.8 mt/day  
 (Note: all figures are subject to ISO-cond. excl. 5% tolerance and final calculation,  
 based on MAN specific consumption calculation,  
 incl. 5% resistance reduction due to lines optimisation)

**Equipment for Cargo:**

Cargo holds 120/150 t for TEU/FEU  
 On hatch covers / on deck 70/117 t for TEU/FEU

**Cargo Hold Ventilation:**

4200 m<sup>3</sup>/h for each Reefer Container  
 2 times for DG in closed Container

**Tank Capacity:**

HFO abt. 1300 m<sup>3</sup>  
 GO abt. 400 m<sup>3</sup>  
 BW abt. 8450 m<sup>3</sup>  
 FW abt. 200 m<sup>3</sup>  
 Cylindrical Oil abt. 60 m<sup>3</sup>

**Ship's Equipment:**

Steel hatch covers, pontoon type, non-sequential  
 2x combi windlass/mooring winches on forecastle deck  
 2x mooring winches on aft poop deck  
 fully balanced spade type high active rudder

**Accommodation:**

**Machinery:**

Main Propulsion Engine:  
 MAN 6S60ME-C or equivalent  
 SMCR 14472 kW  
 with HFO up to 700 cst/50° C  
 option Hybrid Scrubber for open and closed loop operation

**Diesel Generator:**

2 Generator each abt. 1900 kW  
 1 Generator abt. 1440 kW  
 1 Emergency Genset abt. 180 kW

**AUX Plant:**

1 Bow Thruster abt. 1100 kW  
 1 Kappel propeller FPP (or equivalent) with rudder bulb  
 1 automatic Heeling System  
 1 steam plant for tank heating  
 1 composite boiler for ME and  
 1 BWT unit  
 1 FW evaporator 25 t / day at 60% SMCR

**Navigation Equipment:**

2 radar plant  
 1 Auto Pilot 7 Gyro compass  
 2 GPS navigator  
 Electronic sea charts

preliminary

abt. 1490 TEU at 9.5 m draft

18 crew + 2 Spare + Suez Crew

(Note: all figures are preliminary and subject to final calculation)