

M.V. MIZAR

Type:	Selfsustained Cellular Containervessel – YZJ2003-655 C
Delivered:	03/ 2005 by Jiangsu Yangzijiang Shipbuilding Co. Ltd., PRC
Class:	BV I + Hull, +Mach, Container Ship (SOLAS II-2 Reg. 19) Unrestricted Navigation, INWATERSURVEY, ICE, +AUT-UMS REF-CONT (E)
Tonnage:	International GT / NT: 16.162 / 6.128 Suez Canal GRT / NRT: 17.145 / 13.951 Panama Net Tonnage PC UMS: 14.283
DWAT / Draft:	About 17.350 mt dwat on a scantling draught of 9,50 metres (seawater) summer freeboard fully laden and about 13.886 mt dwat on design draught of 8,50 metres (seawater)
Dimensions:	Length over all 161,30 m Length between pp 149,60 m Breadth moulded 25,00 m Depth to maindeck 14,90 m
Containers:	Always subject to vessel's stability, trim, permissible stack weights and possible visibility restrictions: 1.341 units of 20x8x8'6" whereof in holds: 556 units and on deck/ hatches: 785 units alternatively: 618 units of 40x8x8'6" plus 83 units of 20x8x8'6" whereof under deck: 274 units 40x8x8'6" plus 8 units 20x8x8'6" and on deck/ hatches: 344 units 40x8x8'6" plus 75 units 20x8x8'6" 164 units of 45x8x9'6" can be stowed on deck/ hatches Stability in accordance with IMO regulations: 913 TEU (8'6") of 14 mtons each basis full scantling draught of 9,50m with VCG of container at 45 per cent of 8'6" height
Container fittings:	In holds, vessel is fixed with cell guides for 40' containers which can alternatively be used for two 20' containers. On deck vessel has lashing bridges which are also used as maintenance platforms for reefer container. All restraint devices and necessary loose securing/lashing material for such stowage of 20' containers are on board.
Reefer containers:	<u>In holds:</u> 214 reefer receptacles all suitable for 40'x8'x8'6" stowed in holds Nos. 2 – 4 in 6 tiers. For ventilation and maintenance reasons it is recommended to load reefer container in 5 tiers only i.e. total 174 FEU which allows 9'6" high cube container throughout. Maintenance platforms have been installed in the respective holds with easy access to each reefer container. <u>On deck:</u> 235 reefer receptacles suitable for 1x40' or 2x20' reefer container are distributed at all hatches in 2 resp. 3 tiers. If double sockets be supplied by charterers max 470 x 20' can be stowed in 2 resp. 3 tiers on deck/ hatches (subject to overall stability and trim). In such case in total 684 x 20' Reefer Container can be loaded in holds and on deck. All receptacles 15 kW on deck / 11 kW in holds 440 V / 32 A – Maker: WISKA, Type Varitan The electric power supply network of the reefer container receptacles is prepared to supply 214 FEU reefer containers in the holds and 235 FEU or 470 TEU reefer containers on deck, but the electric power reserve (required by the rules) of the ship's power plant will guarantee up to totally 392 FEU reefer container in every operating conditions of the vessel. The reefer container are monitored with a modern PCT (Power Cable Transmission) System, which includes also the RDC handheld device.
Point load strength/ stack loads:	in hold No.1: 120 mts / 150 mts per 20'/40' stack in holds Nos.2-4 144 mts / 180 mts per 20'/40' stack on w/d hatch covers: 70 mts / 120 mts per 20'/40' stack except Bay 29/31/32/33 60 mts / 103 mts per 20'/40' stack

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 Bureau Veritas.

Hatches: The vessel has 7 hatches. Each hatch is covered with 2 pontoon type hatch covers. All pontoons can be worked independently without sequence and handled by container spreader.

Cranes: 2 cranes of 45 mtons SWL each and 28 metres outreach located on vessels portside max. outreach:

Forward crane:	40 mts / 34 m	45 mts / 28 m
Aft crane:	40 mts / 36,7 m	45 mts / 28 m

Tank capacities:

Water ballast:	abt. 6.000 cbm
Fuel oil:	abt. 2.200 cbm incl. settling/ service tanks
Marine Diesel oil:	abt. 100 cbm
Freshwater:	abt. 250 cbm

Main Engine: MAN-B&W 8S50MC-C 12.640 kW MCR on 127 rpm

Main Diesel Generator: 2 sets MAN B&W 6L21/31 each 1.425 kVA =
1.140 kW at power factor 0.8, 3x450 V, 60 Hz
2 sets MAN B&W 8L21/31 each 1.900 kVA =
1.520 kW at power factor 0.8, 3x450 V, 60 Hz

Total electric capacity 5.320 kW

- plus Emergency engine: 1 set of abt 160 KW

Speed / Consumption: Speed and consumption are based on design draught of 8,50 metres with even keel/ clean bottom. Consumption is additionally based on specific caloric value of 9800 kcal/ kg and 5 pct allowance of engine maker's specification. Under smooth sea/ weather conditions not exceeding Bft. 3 and Douglas Sea State 2 and no negative influence by currents and/ or tidal streams and a seawater temperature not exceeding 25 degrees centigrade.

abt. 20 knots on abt. 52 mt IF 380
abt. 19 knots on abt. 47 mt IF 380
abt. 18 knots on abt. 40 mt IF 380
abt. 17 knots on abt. 34 mt IF 380

always plus

what is needed for the auxiliaries depending on the actual required output at sea/ in port plus boiler

Fuel specification: Fuel oil for the main engine and diesel engines to be in accordance with international Standard ISO 8217:2005 RMG 35 and/ or any subsequent revision(s). Max. kinematic viscosity of 380 cst at 50 degrees centigrade. The product must be composed by straight minerals only (clean mineral oil based product free of lubricants, taroil, inorganic acids substances and/ or chemicals and any thing else whatsoever). Fuels supplied by charterers to be within specified CCAI limits of engine maker, but not exceeding a CCAI value of 850.

Marine diesel oil for emergency diesel to comply with requirements for distillate fuels for diesel engines ISO 8217:1996 DMA and/ or any subsequent revision(s).

Fittings: The vessel is fitted with an anti-heeling plant with one separate pump with a capacity of 600 cbm/ hr combined with a class approved stability test system.

Suez, Panama, WWF/ Australian regulations.

Bow thrusters 800 kW.

Call Sign: A8HQ6, Flag: Liberia

IMO Number: 9295505

* All details are about and given in good faith but without guarantee.