

Vessel name: mv “Sofia”

Type: “UCC 14” geared cellular container vessel

Flag: Bulgarian

Call Sign: LZFR

IMO No: 8715443

Managing Owner: Navigation Maritime Bulgare, Varna

Built: 1988 in Germany

Nationality of Officers and Crew: Bulgarian

Class: GL + 100A5 E + MC E AUT

P&I: West of England, Luxembourg

LOA: 156.85 mtrs

LBP: 145.34 mtrs

Moulded breadth: 22.86 mtrs

Moulded depth: 11.20 mtrs

Moulded draught: 8.62 mtrs

Design draft: Fore 0.55 mtrs, Aft 5.78 mtrs

Gross Tonnage: 11977

Net Tonnage: 5568

Deadweight (on summer draft 8.62 mtrs) : 14101 mts

Last SS: April 2008

Number of holds: 3

Number of hatches: 7

Nominal capacity (intake): 998 TEU

Underdeck configuration: 364 TEU

Ondeck configuration: 634 TEU

Capacity at 14 mts homogenously laden: about 677 TEU

Best intake 40’ is 473x40’ under/on deck (about 10 twenty foot containers will be required for stowage reasons) .

Holds are fitted with fixed cell guides for 40’ containers

Stack weights in holds: 20’ – 96 mts ; 40’ – 140 mts

Stack weight on the main deck: 20’ – 50 mts ; 40’ – 80 mts

Stack weight on Hatch cover No1 (from Bay 01 till Bay 07) : 20’ – 45 mts ; 40’ – 60 mts

Stack weight of the poop (Bay 33/35): 20’ – 30 mts ; 40’ – 30 mts

The outermost stacks on the main deck and forecastle have stackweight 20’ – 40 mts and 40’ – 60 mts

Type of hatch covers: folding type + 2 pontoon weight about 40 mts each

On deck securing system: baselocks, semi-automatic twistlocks, bars, turnbuckles, bridge locks.

Underdeck securing system: stacking cones

Number of reefer plugs: 60, all situated on deck asf:

bay 07 aft - 6 pcs

bay 11 fore -18 pcs

bay 21 aft -18 pcs

bay 25 fore - 18 pcs

Type of reefer connections: Plugs European Container CEE 17, earth-a-pin 3 o’clock, 440 volts, 60 Hz .

Reefer intake underdeck: nil

None ISO standard containers ability: none

All container intakes are always subject to vessel's stability, shear forces, bending moments, torsional distributions, trim, cargo securing manual, permissible weights, permissible lashing gear break loads, ranges of visibility and at Master's discretion.

Main engine:

Manufacturer: Zaklady Przemyslu Metalowego "H.Cegielski", Poland

Model: Sulzer 5 RTA 58

Type: Diesel engine, two stroke single acting with supercharging

Total Rated Power: 7950 kW

Auxiliaries:

3 Diesel generators SKL Type 6 VDS 26/20 AL-2 596 kW 600 kVA

1 Emergency generator SKL Type 4 VD 21/15-2 106 kW 115 kVA

Consumption: MGO DMA

At sea: Speed about 16 knots on consumption of about 26 mts IFO 180 per 24 hours valid for wind force up to and including 2 by Beaufort, sea not exceeding Douglas sea state 2, deep and currentless water/sea with a temperature of max. 29 degrees Celsius . For safety reasons diesel generator will be used in case of emergency and/or navigation in restricted areas like approaches, shallow waters, narrow channels, rivers etc.

During manoeuvre the consumption is about 500 kgs IFO 180 per hour plus about 110 kgs MGO per hour.

During manoeuvre with working bowthruster the consumption is about 500 kgs IFO 180 per hour plus about 160 kgs MGO per hour.

In port and at anchor the consumption is about 3.2 mts MGO per 24 hours.

The above figures always excluding reefer containers and ship's cranes.

Fuel specification as per international standards:

| | | | |
|---------|-----|-------------|-------|
| | ISO | 8217-1996 | CIMAC |
| | BS | MA 100:1989 | |
| IFO 180 | RME | 25 | E25 |
| | RMF | 25 | F25 |
| MGO | DMA | | MGO |

Tank capacities:

Fuel oil: about 742 m3

Diesel Oil: about 184 m3

Fresh water: about 204 m3

Ballast water: about 5550 m3

Ship's crane No1: Single electro-hydraulic NMF crane between Hatch No1 and Hatch No2, maximum outreach 28.0 meters, minimum outreach 2.4 metres, capacity 40 mts

Ship's cranes No2 and No3: Twin electro-hydraulic NMF cranes between Hatch No2 and Hatch No3, maximum outreach 26 meters (single work 27.8 m), minimum outreach 2.4 meters, capacity 2x25 mts

Bowthruster: 450 KW
Shaft Generator: 920 kVA
Fixed propeller

Bridge equipment: according SOLAS requirements

Communications:

MMSI 207123000

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All details and information believed to be correct but are all “about” and without guarantee.