

M/V GRACE MERCHANT

Gearless, cellular container vessel for the carriage of containers

Built : 1998 –ZHONGHUA SHIPYARD China

Classification : Korean Register

Deadweight :

Abt 8,696.180mt abt. 8,20m on scantling draught (Summer SW – 8.20 m)

Vessel's dimensions :

Loa : 100.50 m

Beam : 20.40 m

Depth : 11.10 m

Draft design : 6.25m

Draft scantling : 8.20 m

GT : 6,672

NT : 2,893

IMO : 9169861

Details on vessel's registry :

Flag : PANAMA

Port of registry: PANAMA

Container Intake / Stowage :

Container intake and stowage always subject to Trim, stability, permissible weights, exact container weights, visibility and cargo security manual/container lashing plan.

Maximum intake :

	(TEU)	(FEU)
On deck	442	214
In holds	181	87

Total 623 TEU or 301 FEU

25 FEU oversize units of 45' FEU able to stow on hatch at Bay 18.

main Plugs:

The vessel fitted with 106 reefer sockets whereof 24 sockets are situated under deck

Stacking weight on Deck : 60 mt/TEU, 80mt/FEU

Stacking weight on hatch covers : 50 mt/TEU, 65mt/FEU

Stacking weight on tank top : 100 mt /TEU, 130 mt/ FEU

Stackweights may be reduced according to CSM and or due to OSHA Rules. See Cargo Securing Manual for limitations

Intakes:

at 14 mt each (homogeneously laden): Total 373 TEU(On deck - 192 TEU & In hold - 181 TEU) based on the Final Trim & Stability calculation booklet”

All above container intake figures always understood subject to vessel's stability/trim and permissible weights and visibility.

Holds / Hatches :

One Hold: 64.40m x 15.30m

Hatches:

1) No.1: 6,890mm x 15,650mm

2) No.2~9: 6,350mm x 15,650mm

3) No.10: 8,115mm x 15,650mm

Propulsion particulars :

Propulsion Wartsila 8L46B 7800kw @ 500rpm

Bow thruster, 500 kW

Shaft generator: 1070 kW

Auxiliary engines 3 x 530 kW

Emergency Generator : 108kW

Tank capacities :

Waterballast: abt. 3,035.71 cbm

Fresh Water: abt. 59.48 cbm

VLSFO abt. 877.80 cbm (excl. day & settling tanks) separate day & settling tank for low sulphur fuel

MDO abt. 117.22 cbm (incl. day & settling tanks)

All tank volumes given above are based at 100% filling.

Speed / consumption : at sea :

Service speed with engaged shaft generator is : VLSFO per day

abt 15.0 knots on abt 23.20 mts/d
abt 14.5 knots on abt 19.80 mts/d
abt 14.0 knots on abt 18.75 mts/d
abt 13.5 knots on abt 17.55 mts/d
abt 13.0 knots on abt 15.95 mts/d
abt 12.5 knots on abt 14.70 mts/d
abt 12.0 knots on abt 13.50 mts/d

Speed/consumption basis design draft, even keel/clean bottom, calm sea/weather conditions (max Beaufort 2 / Douglas Sea State 2), deepwater max 30 Deg C, with no adverse current and/or tidal streams.

Vessel uses small quantities of MDO for starting/stopping/tight manouvres etc.

in port :

In port idle abt. 2.2 Mts/d MGO without reefer container

Bunker specifications :

Bunkers need to comply with following specifications:

VLSFO ISO 8217:2012
MDO ISO 8217 2010 DMA

All bunkers supplied to the vessel always to meet the requirements of Marpol AnnexVI regulations.

Fuels outside this specification may result in damages to main engine/ and or loss of performance, for which Charterers are responsible. Charterers shall supply suitable fuel to enable main propulsion and auxiliary machinery to operate efficiently and without harmful affects. The fuels shall be blends of hydrocarbons derived from petroleum refining. The fuels shall be free from waste lubricants, chemicals, inorganic acids or any other harmful substances. Sludge removal, if any, always to be for charterer's account / time. Fuels outside this specification may result in damage to main engine and/or loss of performance, for which Charterers are responsible.

"all details are about and without guarantee "