TECHNICAL SPECIFICATION

Length over all, approx........ 187.7 m
Deadweight, max............. 28,600 DWT
Gross Tonnage............... 24,100 GT
Net Tonnage.................... 8,940 NT

Design Speed ................. 17.7 knots
Operation ...................... “Worldwide”

Main engine........... 2-stroke Wärtsilä
1 x 13,500 kW W6X62

Container capacity .......... 2,414 TEU
Reefer capacity............... 548 FEU

ME Daily fuel oil cons.
Design draught, approx......... 38.6 t

DESIGN HIGHLIGHTS

• Wärtsilä integrated solution
• Spaces for SCR & Scrubber ready
• Superior hull lines, CFD optimized
• Low fuel oil consumption, high
  propulsive efficiency
• High homogeneous container intake
• Economical and friendly operation
• Flexible container stowage
• Ballast Water Treatment Plant
  compliant with the latest MARPOL V

• Latest rules and regulations for
  container feeder
• Inherent crew comfort by segregation
  of deckhouse and engines/propeller
• Forward accommodation for highest
  TEU intake and the best visibility
• Comply with EEDI Phase 3 acc. to
  MEPC.203(62)
MAIN DIMENSIONS
Length over all, approx. .................. 187.70 m
Length PP .................................. 177.50 m
Breadth moulded .......................... 30.00 m
Depth to main deck ....................... 16.50 m
draught, design ......................... 9.50 m
Draught, scantling ...................... 10.60 m
Deadweight (T= 10.60 m) ................ 28,600 t

SERVICE SPEED & ENDURANCE
Max. Speed .............................. 19.0 knots
Service Speed .......................... 17.7 knots
Endurance, approx. ................. 18,300 nm

TANK CAPACITY
HFO capacity, approx. ............. 1,600 m³
MDO capacity, approx. ............ 380 m³
FW capacity, approx. ............. 330 m³
Ballast capacity approx. .......... 11,600 m³

STACK WEIGHT
Hatch cover 20'/40'/45' ............. 70/105 t
Main deck 20'/40'/45' ............... 90/120 t
In holds 20'/40'/45' ................. 150/180 t

CONTAINER CAPACITY
Container position
On Deck (6 tiers) ................. 1,582 TEU
In Hold ............................ 832 TEU
Total .................................. 2,414 TEU
Reefer plug position
(on deck/in hold) ............... 296/252 TEU

Dangerous cargos in all of cargo holds 2/3/4
Container intake at Design draught
HOMO 11t/TEU ........................ 1,671 TEU
HOMO 14t/TEU ..................... 1,411 TEU

Container intake at Scantling draught
HOMO 11t/TEU ........................ 1,833 TEU
HOMO 14t/TEU ..................... 1,639 TEU

Based on ISO standard container, a rel. VCG of 45%

E-PLANT
230 V/450 V
Power .................................. 450 V, 60 Hz
Lighting ................................. 230 V, 60 Hz
Automation ......................... 230 V, 60 Hz / 24 VDC

MACHINERY
Main engine (6X62), MCR ............ 13,500 kW
NCR (76% MCR) ................... 10,260 kW
Generator sets ....................... 4 x 1,405 kW
Emerg. generator ................... 1 x 150 kW
Bow thrusters ......................... 1 x 1,110 kW
Propeller ......................... 1 x FPP, dia. 6,500 mm

FUEL CONSUMPTION, DESIGN DRAUGHT
Service speed, no reefer ............... 41.6 t/day
Service speed, all reefer ............. 58.2 t/day

ACCOMMODATION
25 persons full HVAC in single cabins plus one
Suez Crew cabin for 6 Suez

CLASSIFICATION
LR +100A1, Container Ship, ShipRight (SDA, FDA, CM, ACS(B), *IWS, LI, BoxMax(V,W), ECO(BWT, EEDI-3, IHM), +LMC, UMS, NAV1, with descriptive notes: ShipRight(BWMP(T), SERS, SOM), CSA*

Or equivalent