Design highlights

- Wärtsilä integrated solution
- Superior hull lines, CFD optimized
- Low fuel consumption, high propulsive efficiency
- High homogeneous container intake
- Economical and friendly operation
- Flexible container stowage
- Ballast water treatment plant compliant with the latest MARPOL
- 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)
- Approval in principle verified by Lloyd’s Register

SPECIFICATION IN BRIEF

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length over all, approx.</td>
<td>187.7 m</td>
</tr>
<tr>
<td>Deadweight, max</td>
<td>27,800 DWT</td>
</tr>
<tr>
<td>Gross tonnage</td>
<td>24,100 GT</td>
</tr>
<tr>
<td>Net tonnage</td>
<td>7,240 NT</td>
</tr>
<tr>
<td>Design speed</td>
<td>17.7 knots</td>
</tr>
<tr>
<td>Operation area</td>
<td>“Worldwide”</td>
</tr>
<tr>
<td>Main engine</td>
<td>2-stroke Wärtsilä 1 x 13,500 kW</td>
</tr>
<tr>
<td>Container capacity</td>
<td>2,270 TEU</td>
</tr>
<tr>
<td>Reefer capacity</td>
<td>498 FEU</td>
</tr>
<tr>
<td>ME daily fuel gas cons.</td>
<td>34.4 t</td>
</tr>
</tbody>
</table>

Design draught, approx. 34.4 t
**TECHNICAL SPECIFICATION**

**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) .............................. 27,800 t

**SERVICE SPEED & ENDURANCE**
- Max. Speed ....................................................... 19.0 knots
- Service Speed .................................................. 17.7 knots
- Endurance (MDO), approx. .................. 12,400 nm
- Endurance (LNG), approx. ..................... 10,400 nm

**TANK CAPACITY**
- LNG capacity, approx. .................. 2,380 m³
- MDO capacity, approx. ............................. 1,330 m³
- FW capacity, approx. ................................. 300 m³
- Ballast capacity approx. ....................... 11,600 m³

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

**CONTAINER CAPACITY**
- Container position
  - On Deck (6 tiers) ............................. 1,582 TEU
  - In Hold ........................................... 688 TEU
  - Total ............................................. 2,270 TEU
- Reelr plug position
  - on deck/in hold) .................. 296/202 TEU
- Dangerous cargos in all of cargo holds 2/3/4

**MACHINERY**
- Main engine (6X62DF), MCR ..................... 13,500 kW
- NCR (76% MCR) ........................................ 10,260 kW
- Generator sets ........................................ 4 x 1,420 kW
- Bow thrusters ........................................... 1 x 1,150 kW
- Propeller .................................................. 1 x FPP, dia. 6,500 mm

**FUEL CONSUMPTION, DESIGN DRAUGHT**
- Service speed, no reefers .................. 37.4 t/day
- Service speed, all reefers .................. 49.9 t/day

**PERFORMANCE, SERVICE SPEED, SCANTLING DRAFT**
- ME GOC 14t/TEU [g/TEU/nm] ..................... 64.2
- ME GOC 11t/TEU [g/TEU/nm] ..................... 87.3

**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, I-HM), +LMC, UMS, NAV1, with descriptive notes: ShipRight(BWMP(T), SERS, SCM), CSA*, GF
- Or equivalent