



VESSEL'S NAME - M/V „THEA II“
IMO NO. - 9107394
YARD - ELBEWERFT, BOIZENBURG, GERMANY
CALLSIGN - 5BRH4
FLAG - CYPRUS
HOME PORT - LIMASSOL
BUILT - JUNE 1995
TYPE - A 338 TEU GEARLESS VESSEL GEARLESS / PARTLY CELLULAR CONTAINERSHIP WITH RAISED FORECASTLE AND ENGINE / BRIDGE AFT
CLASS - 100 A5 E CONTAINER SHIP SOLAS – II-2, Reg.19
+ MC E AUT

MAINDIMENSIONS:

DWAT - ABT. 3950 MT – WITH DRAFT OF ABT. 4,90 METER
GT / NT - ABT. 2899 / ABT. 1390
LOA/LBP - ABT. 99,25 / ABT. 94,09 METER
BREADTH MOULDED - ABT. 16,20 METER
DEPTH TO MAINDECK - ABT. 6.4 METER
AIR DRAFT - ABT. 20.1 METER WITH MAST COLLAPSED IN BALLAST WITH DRAFT OF ABT. 3,5 METER
ABT. 18.7 METER WITH MAST COLLAPSED LADEN WITH DRAFT OF ABT. 4.9 METER

HOLDS/HATCHES - 2/5 HOLDS / HATCHES
HYDROLIG OPERATED HATCH-COVERS
EACH 40' SECTIONS CAN BE HANDLED INDEPENDENTLY EXCEPT THE MID 40' SECTION OF HOLD 2, WHICH REQUIRES DISCHARGE OF FORWARD 40' SECTION, ALTERNATIVELY MID 40' SECTION OF HATCH NO. 2, CONSISTING OF 2 x 20' HATCH COVERS CAN BE LIFTED SEPARATELY ASHORE BY GANTRY CRANE EQUIPPED WITH TURNABLE SPREADER.
HOLD DIMENSIONS:
HOLD NO 1: 20,40 x 10,60 METER
HOLD NO 2: 38,00 x 13,20 METER

TANK CAPACITIES

- MDO	ABT	:	226,00 mts
MGO	ABT	:	29,50 mts
BALLASTWATER	ABT	:	1950,00 mts
FRESHWATER	ABT	:	50,00 mts

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FITTED WITH:

MAINENGINE	- MAN 7L32/40 2950 KW (REDUCED)
EMERGENCY ENGINE	- 175 KW
GENERATORS	- 2 DIESEL GENERATORS EACH 175 KW – 380 VOLT
SHAFT GENERATOR	- 475 KW
BOWTHRUSTER	- 250 KW
PROPELLER	- 1 VARIABLE PITCH PROPELLER
BALLAST SYSTEM	- 2 BALLAST PUMPS, PUMP RATE 200 M³ PER HOUR
REEFER-POINTS	- 40 REEFER-POINTS FEMALE (WHEREOF 6 PLUGS IN THE FORE AND 6 PLUGS IN THE AFT OF HOLD NO.2 / 14 PLUGS IN BAY 7 AND 14 PLUGS IN BAY 22 ON DECK). 380 V/50 CYCL./ 3 PHASES
OTHERS NAVIGATION	FITTED WITH ALL MODERN NAUTICAL VESSEL IS FITTED FOR WORLD WIDE TRADE INCLUDING SUEZ CANAL, EXCLUDING PANAMA CANAL, AUSTRALIA, NEW ZEALAND AND ST. LAWRENCE SEAWAY. VESSEL IS NOT OSHA FITTED: GMDSS A1+ A2 / SATELLITE NAVIGATION / INMARSAT SATCOM
ACCOMODATION	- BRIDGE AFT
CRANES	- GEARLESS
AMP / COLD IRONING	- THE VESSEL IS NOT FITTED FOR COLD IRONING AND WILL NOT BE FITTED DURING THE CURRENCY OF THIS CP.

CONTAINER INTAKE ACCORDING TO IMO REGULATIONS (8'8'6''):

POS/SIZE	20'	40'	+20'	30'	45'	+20'	49'
HOLD	80	38	4	54	20		20
HATCH / DECK	258	126	6	150	90		66
TOTAL	338	164	10	204	110		86

THE 20' CAPACITY ON HATCH/DECK IS REDUCED TO 240 TEU IF INDIVIDUAL HATCH OPENING REQUIRED WITHOUT RESTOWS.

THE 40' CAPACITY ON HATCH/DECK IS REDUCED TO 104 x 40' + 12 x 20' IF INDIVIDUAL HATCH OPENING REQUIRED WITHOUT RESTOWS.

VESSEL IS FULLY CELLUARISED IN HOLD 1 FOR 40' UNITS, 2.5 M WIDE.

ALTERNATIVELY 2 x 20' UNITS CAN BE STOWED INTO EACH 40' – COMPARTMENT.
UPTO 30 x 24'6'' CAN BE STOWED IN 3 TIERS ON HATCH 1 ON SPECIAL REQUEST.

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**9'6" HIGH CUBE
CAPABILITY**

- FULL LOAD OF 2 TIERS OF 9'6" OR 2 TIERS OF 8'6" HEIGHT IN HOLDS
FULL LOAD OF 3 TIERS OF 9'6" ON HATCHES RESP. 3 TIERS OF 9'6" IN FRONT OF THE BRIDGE

**EXCESSIVE BREATH
OF CONTAINERS**

- VESSEL IS ABLE TO LOAD 20' / 30' / 40' / 45' / 49' CONTAINERS WITH AN OVER BREATH UP TO 2,55 METERS IN ALL POSITIONS IN HOLDS/ON DECK. CONTAINERS WITH AN OVER BREATH UP TO 2,60 METERS CAN BE STOWED IN ALL POSITIONS IN HOLDS/ON DECK EXCEPT WHERE CELL GUIDES ARE INSTALLED.
45' (2,55 M WIDE) CAN BE LOADED IN BAY 22 WITHOUT MODIFICATION OF CELL GUIDES.

**CAPACITY OF OVERSIZED
CONTAINERS**

- STOWAGE OF SPECIAL SIZED CONTAINERS WHICH DIFFERS FROM 20'/40' BLOCK STOWAGE MAY AFFECT THE STOWAGE OF CONTAINERS ON OPPOSITE BAYS AND/OR INDEPENDENT OPENING OF HATCH COVERS. EXACT STOWAGE DETAILS TO BE TAKEN FROM CLASS APPROVED "LOADING MANUAL" AND "CONTAINER SECURING MANUAL".

STABILITY

- ABOUT 215 UNITS OF 20 FT (8'6" HIGH) AT 14 MTO HOMOGENOUS WEIGHT ACCORDING TO PRELIMINARY CALCULATIONS AND IMO RES. A.749(18) CHAPTER 3, CONT: HEIGHTS. 8'6'', VCG = 45% H. CONT).

ALTERNATIVE LOADS:

248 TEU AT 11 MT HOMOGENOUS LOAD
234 TEU AT 12 MT HOMOGENOUS LOAD
198 TEU AT 16 MT HOMOGENOUS LOAD
182 TEU AT 18 MT HOMOGENOUS LOAD
170 TEU AT 20 MT HOMOGENOUS LOAD

ALL ABOVE CONTAINER INTAKES ARE MAXIMUM INTAKES ALWAYS SUBJECT TO VESSEL'S STABILITY, TRIM, STRENGTH, REGULATIONS OF VISIBILITY; PERMISSIBLE WEIGHTS AND AT MASTER'S DISCRETION. ALL CONTAINER ON DECK AND UNDER DECK TO BE OF EURO- AND/OR ISO SIZE.

PANAMA – AND SUEZ – CANAL OR OTHER LOCAL REGULATIONS MAY ALSO REQUIRE OTHER VISIBILITYANGLE DECREASING INTAKES.

FITTINGS

- VESSEL IS FULLY FITTED WITH LOOSE LASHING AND MANUAL TWISTLOCKS. MATERIAL / FITTINGS / STACKING CONES FOR ALL SIZE UNITS ON AND UNDER DECK.

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DANGEROUS CARGO:

- VESSEL IS ABLE TO CARRY DANGEROUS GOODS IN CARGO HOLDS AND ON DECK IN PACKED CONDITION ACCORDING TO SOLAS REGULATION II-2/54. ON DECK THE STOWAGE OF ALL IMO-CLASSES OF DANGEROUS GOODS IS PERMISSIBLE, EXCEPT IN THE AREA BETWEEN HATCH NO. 5 AND THE DECKHOUSE.
- IN HOLDS THE STOWAGE OF IMO-CLASSES 1.4S, 2.1, 2.2, 2.3, 3, 4.1, 4.2, 4.3, 5.1, 6.1 SOLIDS, 8 LIQUIDS AND 9 SOLIDS OF DANGEROUS GOODS IS PERMISSIBLE. IN CASE OF HOMOGENEOUS CONTAINER LOADING THE STOWAGE OF ALL IMO-CLASSES OF DANGEROUS GOODS EXCEPT THE CLASS 1.4S IS PERMISSIBLE ALSO IN FRONT OF THE ENGINE ROOM BULKHEAD. DANGEROUS GOODS IF IMO-CLASS 1.4S IN CONTAINERS MUST HAVE A MINIMUM DISTANCE OF 3,00 M TO ENGINE ROOM BULKHEAD. (ALWAYS REFER TO THE DANGEROUS GOOD CERTIFICATE).

STRENGTH OF DECKS:

CONTAINER STACKWEIGHTS (METRIC TONS):

POS/SIZE	20'	30'	40' / 45' / 49'
HOLD	60	60	70
ON HATCH COVERS	46	60	70
MAINDECK IN FRONT OF BRIDGE	46	60	70

MAXIMUM PERMISSIBLE STACKWEIGHTS AND DISTRIBUTION OF CONTAINER WEIGHTS WITHIN A SINGLE 20' / 30' / 40' / 45' / 49' STACK ALWAYS TO COMPLY WITH THE METHOD OF STOWING AND LASHING ACCORDING TO THE CLASS APPROVED "LOADING MANUAL" AND "CONTAINER SECURING MANUAL".

TANKTOP 6.00 MTS / M²
HATCHCOVERS 1.57 MTS / M²

SPEED/CONSUMPTION:

- ABT. 13.5 KN AT ABT. 12,0 MT MGO
FULL PITCH / 75%- 80%
- ABT. 11.5 KN AT ABT. 9,5 MT MGO
ECO PITCH / 60%- 65% /

ALL ABOVE SPEED/CONSUMPTION ARE BASIS DRAFT OF 4,90 M, WITH SHAFT GENERATOR DISCONNECTED, EVEN KEEL IN DEEP WATERS, CLEAN BOTTOM; GOOD WEATHER CONDITIONS BFT 2 / DS 2 AND MAX SEA TEMPERATURE OF 20°C; MAX AIR TEMPERATURE OF 25°C AND WITHOUT FEEDING REEFERS. TOLERANCE OF SPEED AND CONSUMTION ALWAYS +/- 5 PERCENT.

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NO GAS OIL AT SEA PROVIDED SHAFT GENERATOR CONNECTED EXCEPT IF HOLD VENTILATION IS USED AND REEFERS IN USE ALIKE IN CASES OF EMERGENCY AND/OR NAVIGATION IN SHALLOW, NARROW OR OTHER CONSTRAINT WATERS AND/OR REDUCED SPEED AND/OR MANOEUVRING IN/OUT OF PORTS ETC.

PORT CONSUMPTION

- VESSEL IS CONSUMING GAS OIL IN PORT FOR DIESEL GENERATORS.

ABT. 0,25 MTS MGO (DMA) PER 24 HOURS WHEN IDLE WITHOUT HOLD VENTILATION AND REEFER CONNECTED.

ABT. 0,45 - 0,50 MTS MGO (DMA) WHEN FULL LOAD OF REEFERS AND HOLD VENTILATION IN USE.

VESSEL IS CONSUMING MGO FOR FUEL OIL PRE HEATING

CHARTERERS TO PROVIDE SUFFICIENT QUANTITY OF GAS OIL DURING SEA PASSAGES FOR OPERATING DIESEL GENERATORS AND/OR BOILER IF NECESSARY IN CASE OF EMERGENCY.

FUEL SPECIFICATION:

CHARTERERS TO SUPPLY BUNKERS FROM 1A SUPPLIERS IN ACCORDANCE WITH ISO-F 8217 (2010) AND SUBSEQUENT REVISIONS, MARPOL 73/78 ANNEX VI AND SUBSEQUENT REVISIONS AND EUROPEAN UNION DIRECTIVE 1999/32/EC AND SUBSEQUENT REVISIONS.

MGO TO BE ACCORDING TO ISO 8217 (2010) (E) - DMA (DENSITY MAX 0,86 KG/CBM AT 15 DEGREES C)

FUEL SUPPLIED TO FULFIL FOLLOWING CONDITIONS:

1. CALCULATED CARBON AROMATIC INDEX (CAI) MAX 860 (IGNITION QUALITY)
2. SODIUM CONTENT LESS THAN 1/3 OF VANADIUM CONTENT (CONTENT IN PPM)
3. MAX SODIUM CONTENT 100 PPM
4. ASPHALTENES CONTENT LESS THAN 2/3 OF CONRADSEN CARBON NUMBER (CCR)
5. THE FUEL CONSUMPTION RATES ARE BASED ON ISO CONDITIONS AND NET CALORIFIC VALUE OF FUEL OF 42700 KJ/KG
6. IF NOT SPECIFIED OTHERWISE ALL ABOVE CALCULATION ARE BASED ON ISO 3046-1 CONDITIONS.

CHARTERERS SHALL ONLY SUPPLY SUITABLE FUELS AS PER SPECIFICATION TO ENABLE MAIN PROPULSION AND AUXILIARY MACHINERY TO PERATE EFFICIENTLY AND WITHOUT HARMFUL EFFECTS. FUELS TO BE MINERAL BASED PRODUCTS OF STABLE AND HOMOGENEOUS NATURE COMPLYING WITH CURRENT CIMAC RECOMMENDATIONS AND ISO STANDARD 8217 OR ANY SUBSEQUENT AMENDMENTS THEREOF, AND SHALL NOT CONTAIN

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WASTE LUBRICANTS, TAR OIL, INORGANIC ACIDS, CHEMICALS OR ANY OTHER HARMFUL SUBSTANCES, WHICH JEOPARDISES THE SAFETY OF SHIPS OR ADVERSALLY AFFECTS THE PERFORMANCE OF THE MACHINERY OR IS HARMFUL TO PERSONNEL OR CONTRIBUTES OVERALL TO ADDITIONAL AIR POLLUTION.

THE CHARTERERS SHALL SUPPLY FUELS OF SUCH SPECIFICATIONS AND GRADES TO PERMIT THE VESSEL, AT ALL TIMES, TO MEET THE MAXIMUM SULPHUR CONENT REQUIREMENTS OF ANY EMISSION CONTROL ZONE WHEN THE VESSEL IS TRADING WITHIN THAT ZONE. THE CHARTERERS SHALL INDEMNIFY, DEFEND AND HOLD HARMLESS THE OWNERS IN RESPECT OF ANY LOSS, LIABILITY, DELY, FINES, COSTS OR EXPENSES ARISING OR RESULTING FROM THE CHARTERER'S FAILURE TO COMPLY WITH THIS CLAUSE.

FOR THE PURPOSE OF THIS CLAUSE, "EMISSION CONTROL ZONE" SHALL MEAN ZONES AS STIPULATED IN MARPOL 78/78 ANNEX VI AND/OR ZONES REGULATED BY REGIONAL AND/OR NATIONAL AUTHORITIES SUCH AS, BUT NOT LIMITED TO, THE EU AND THE US ENVIRONMENTAL PROTECTION AGENCY.

VESSEL IS PARTICIPATING IN THE DNV FUEL QUALITY TESTING PROGRAMME. FUEL SAMPLES WILL BE TAKEN DURING BUNKERING AT VESSEL'S BUNKER MANIFOLD BY MEANS OF LINE SAMPLER IN THE PRESENCE OF VESSEL'S CREW AND BUNKER SUPPLIER WHO WILL SIGN AND RECEIVE ONE OF FOUR SEALED SAMPLE BOTTLES. NO OTHER BUNKER SAMPLES WILL BE ACCEPTED AS EVIDENCE IN REGARD TO BUNKER QUALITY.

COSTS FOR DNV FUEL OIL ANALYSIS IN THE MOMENT OF ABT. USD 450,-- PER ACTUALLY ANALYZED SAMPLE TO BE SHARED EQUALLY BETWEEN OWNERS AND CHARTERERS. SLUDGE REMOVAL; IF ANY; TO BE CHARTERERS ACCOUNT AND TIME.

OIL SUPPLIER "NEVSKY MAZUT" TO BE EXCLUDED FOR BUNKER SUPPLY.

ALL DETAILS "ABOUT" AND GIVEN IN GOOD FAITH BUT WITHOUT GUARANTEE

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