Vessel Description: MV “CELEBRATION G” Ship´s Basic

Builders	DAMEN HOOGEZAND SHIPYARD / ROMANIA
Delivered	SEPTEMBER 2002
Type	GENERAL CARGO – SEMI CONTAINER
Classification	PRS, KM GENERAL CARGO SHIP ACC(157) E AUT
Call sign	3EOJ8
IMO number	9258997
Flag	PANAMA
Homeport	PANAMA CITY
Special features	EQUIPPED FOR THE CARRIAGE OF DANGEROUS GOODS

Dimensions and Main Data

Length overall	142,7 M
Length between pp.	136,74 M
Breadth moulded	18,25 M
Depth to main deck	10,15 M
Light Ship	3.977 MT
Summer Deadweight	8,25 M / 12.421 MT
Winter Deadweight	8,08 M / 12.026 MT
Height above keel	31,00 M
Fix Weights	Tweendeck-Bulkheads = 361 MT Trawerses = 28,5 MT Constant= 155 MT Ballast with umpumpable+balancing of cranes= 70+235= 305 MT
Distance fm WL to Hatch Coamings (Ballast Cond)	8,30 M
GT/NT	7576 / 3855
Panama C. / UMS NT	6767
Suez GT/NT	7973,64 / 7096,24

Speed/Consumption

At sea	ABT. 13,0 KN ON ABT. 16,0 MT VLSFO 180 (WITH PTO NO REEFERS)
In port without gear	1,3 MT MDO PER DAY
In port with gear	UP TO 3,0 MT MDO PER DAY
Boiler fuel consumption in port	0,7 MT MDO PER DAY

Consumption data assumes shaft generator and reefer plugs disconnected. Vessel is burning fuels according to ISO 8217-2010

If vessel is sailing in heavy weather and vessel is pitching, one auxiliary generator will take over from the shaft generator which will be switch off to avoid any black out.

Holds/Hatches

No. of holds/hatches				
Hold 1	38,95 X 13,15/7,20 X 11,05 M (HOLD NARROWING IN FORE PART)			
Hold 2	65,41 X 13,15/7,90 X 11,05 M (HOLD NARROWING IN AFT PART)			
Tweendeck height		**Lower deck**	**Upper deck**	
	Position 1	4,00 M	6,40 M	
	Position 2	5,30 M	5,10 M	
Grain/Bale capacity	14698 CBM			
Floor space on deck	1330 SQM			
Floor space under deck	2541 SQM			
Ventilation	15 AIRCHANGES PER HOUR			
Hatch 1	39,40 X 13,50/7,35 M			
Hatch 2	66,00 X 13,50 M			
Hatches/opening system	PONTOON TYPE HATCH COVERS OPERATED BY A GANTRY CRANE OR BY THE CARGO CRANES			

Gear

Type	2 X HYDRAULIC CRANES
SWL	SWL: 80 Mt from 6.0 to 14.0 m 40 Mt from 2.5 to 26.0 m 32 Mt from 2.5 to 34.0 m
Situated	PORTSIDE
Combinable	MAX UP TO 160 MT COMBINED (MINUS WEIGHT OF RIGGING)

Container Data

Number of containers		**20'**	**40' + 20'**	
	Hold 1	104	48 + 8	
	Hold 2	198	92 + 6	
	Hold 3			
	Deck	367	163 + 37	
	Total	669	303 + 51	
Stack weights		**20'**	**40'**	
	Tanktop	100 MT	120 MT	
	Hatchcover	28 MT	52 MT	
Reefer plugs	60			
Stability example 14 MT homogeneously loaded		444 TEU		

Deck Strength

Tanktop	18 MT/SQM
Tweendeck	3,5 MT/SQM
Hatchcover	1,75 MT/SQM

Tank Capacities

VLSFO %100&%85	413MT/350MT
MGO %100&%85	198MT/168 MT
Freshwater	75 MT
Ballastwater	5323 MT

Machinery

Main engine	MAK 9 M 32, 4320 KW, 600 RPM
Auxiliary engine	KATERPILLAR TYPE: 3412C 512 BHP, 1500 RPM
Shaft generator	STAMFORD A.G. GENERATORS TYPE: HC M634 J2
Bow thruster	KAMEWA ULSTEN TUNNEL THRUSTER TYPE: TT1300KI CP 495 KW 1500 RPM
Freshwater generator	4,0 MT PER DAY
Propeller	155 RPM VIA REDUCTION GEAR

IMO Cargo

Vessel is fitted for/with the following classes (subject to IMDG code):	
Deck	1.1-1.6; 1.4S; 2.1; 2.2; 2.3; 3; 4.1; 4.2; 4.3; 5.1; 6.1; 8; 9.
Hold	1.1-1.6; 1.4S; 2.1; 2.2; 2.3; 3; 4.1; 4.2; 4.3; 5.1; 5.2; 6.1; 8; 9.

Nautical Equipment / Communication

FITTED WITH REQUIRED NAUTICAL EQUIPMENT / FULLY GMDSS FITTED

Note

1. **Speed and consumption figures are calculated basis maximum Bft 2/ DS 2.**
2. **Intake is always subject to vessel's stability, trim, permissible weights and is subject to regulations of visibility. Lifting capacity of vessel's cranes is subject to vessel's stability and can depend on cargo/ballast on board. Container data as well as grain/bale capacity assumes tweendeck ashore. All details are about and believed to be correct but given without guarantee.**
3. **Charterers shall only supply suitable fuels as per specification to enable main propulsion and auxiliary machinery to operate efficiently and without harmful affects. Fuels to be mineral based products of stable and homogeneous nature complying with current cimac recommendations and latest fuel oil standard as per ISO 8217, and shall not contain waste lubricants, tar oil, inorganic acids, chemicals or any other harmful substances, which jeopardises the safety of ships or adversely affects the performance of the machinery or is harmful to personnel or contributes overall to additional air pollution.**

   Vessel will participate in a fuel quality testing programme. Samples will be taken during each bunkering at vessel's manifold which to be considered as the binding samples. Charterers to supply bunkers within the agreed specifications. If the bunkers supplied do not conform with the specifications charterers shall in their time and expense remove these bunkers latest before redelivery. Costs involved in the amount of abt usd 400,-- per sample to be equally shared between owners and charterers.

   The Charterers shall supply fuels of such specifications and grades to permit the Vessel, at all times, to meet the maximum sulphur content 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, delay, fines, costs or expenses arising or resulting from the Charterers' failure to comply with this Clause.

   For the purpose of this Clause, "emission control zone" shall mean zones as stipulated in MARPOL 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.

   Sludge removal, if any, to be for charterers account.

Pocket Plan