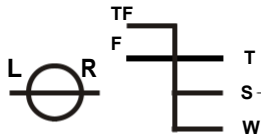




<u>FLAG</u>	LIBERIA	<u>PORT OF REGISTRY</u>	MONROVIA
		<u>TELEX-INMASART "C"</u>	421271510
<u>MASTER/CREW</u>	POLISH	<u>IMO No</u>	9710189
		<u>OPERATED SINCE</u>	06 April 2016
<u>CALL SIGN</u>	5LMD7		
<u>BUILT</u>	Shanghai Shipyard		
<u>TONNAGE</u>		<u>GROSS</u>	<u>NET</u>
	International	24 778	10 317
	Suez Canal	27 761	23 612
	Panama Canal		21 553
<u>CLASS</u>	PRS: KM L3 SD ACC (1919) CG IWS AUT NAV1 ECO BWM		
<u>TYPE</u>	Multipurpose cargo vessel. Strengthened for carriage of heavy cargoes and adapted for carriage of containers.		



LOADING SCALE										
Draught m	Deadweight t	Specific gravity of water				Displacement t	Moment to alter trim tm/cm	Immersion t/cm	KM m	Draughts Draughts in m
		1,025	1,020	1,015	1,010					
11,0									11,9	11,0
10,0	30000				45000		480			10,0
9,0	25000				40000	600	470		12,0	9,0
8,0	20000				35000	550	460			8,0
7,0	15000				30000	500	450		13,0	7,0
6,0	10000				25000		440		14,0	6,0
5,0	5000				20000		430		15,0	5,0
4,0					15000	450	420		16,0	4,0
3,0									20,0	

DEADWEIGHT DRAFT
(T) (m)

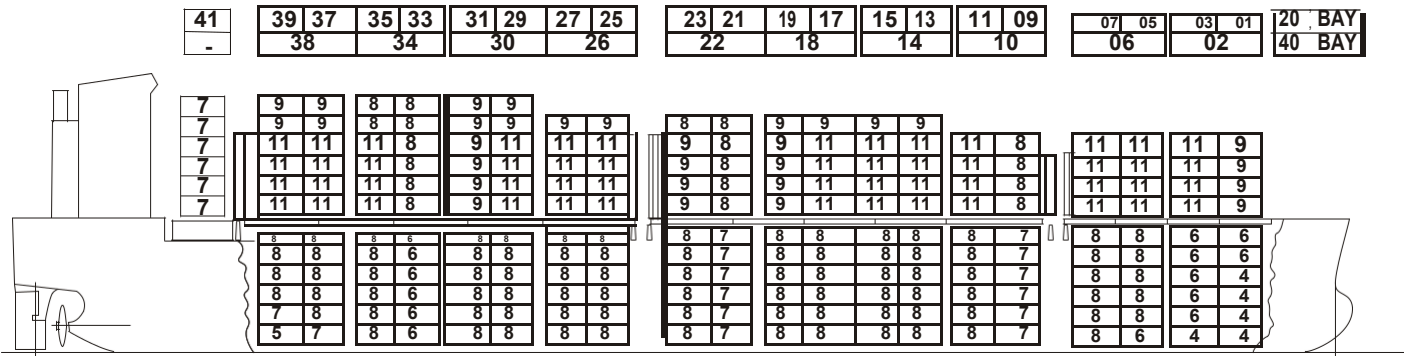
SUMMER S.W. **31664** **10,5**

Constant stores: **350 t**

Light ship **13327 t**



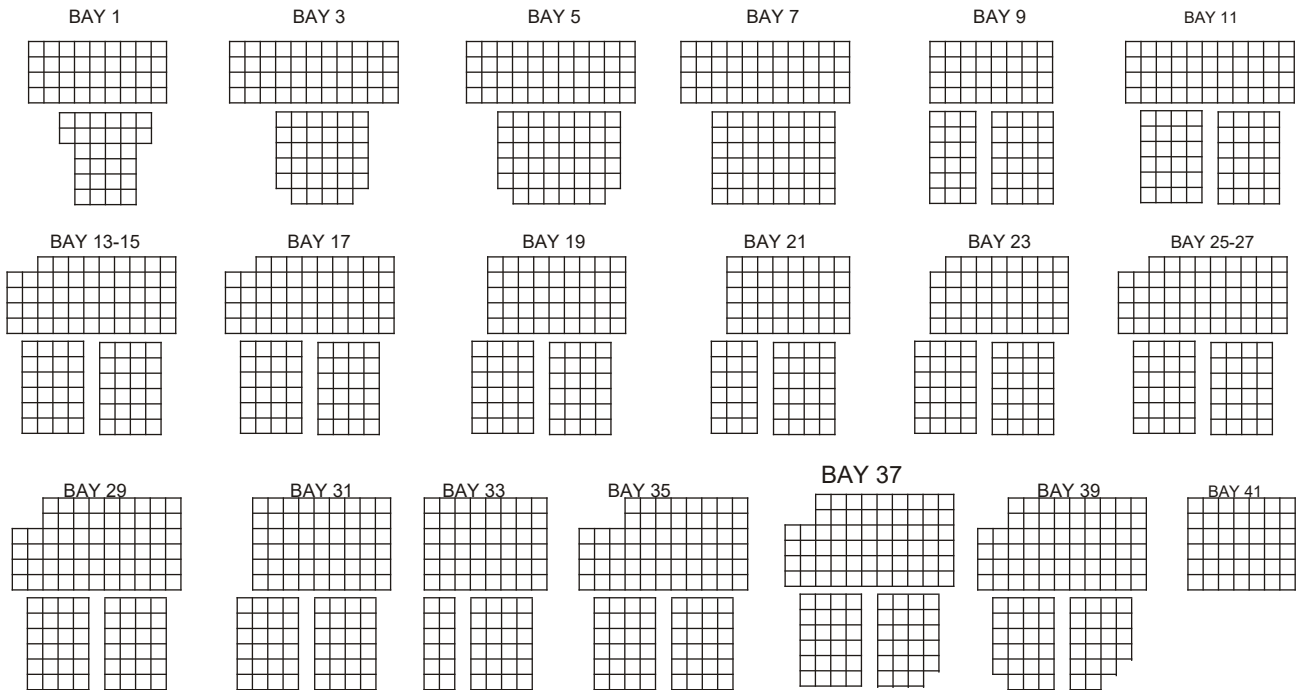
CONTAINER CAPACITY



DECK	42 (42)	62 62 62	60 48 48(12)	54 62 54(8)	53 53 53	44 40 40(4)	45 53 45(8)	53 53 53	44 32 32(12)	44 44 44	44 36 36(8)	TEU(FEU)	1028 (-)
------	------------	-------------	-----------------	----------------	-------------	----------------	----------------	-------------	-----------------	-------------	----------------	----------	----------

HOLDS	44 47 44(3)	48 36 36(12)	48 48 48	48 48 48	48 42 42(6)	48 66 48	48 48 48	48 42 42(6)	48 46 46(2)	34 28 28(6)	TEU(FEU)	895
-------	----------------	-----------------	-------------	-------------	----------------	-------------	-------------	----------------	----------------	----------------	----------	-----

CONTAINER CAPACITY TOTAL		TEU(FEU)	1923 (-)
		FEU(TEU)	897 (129)



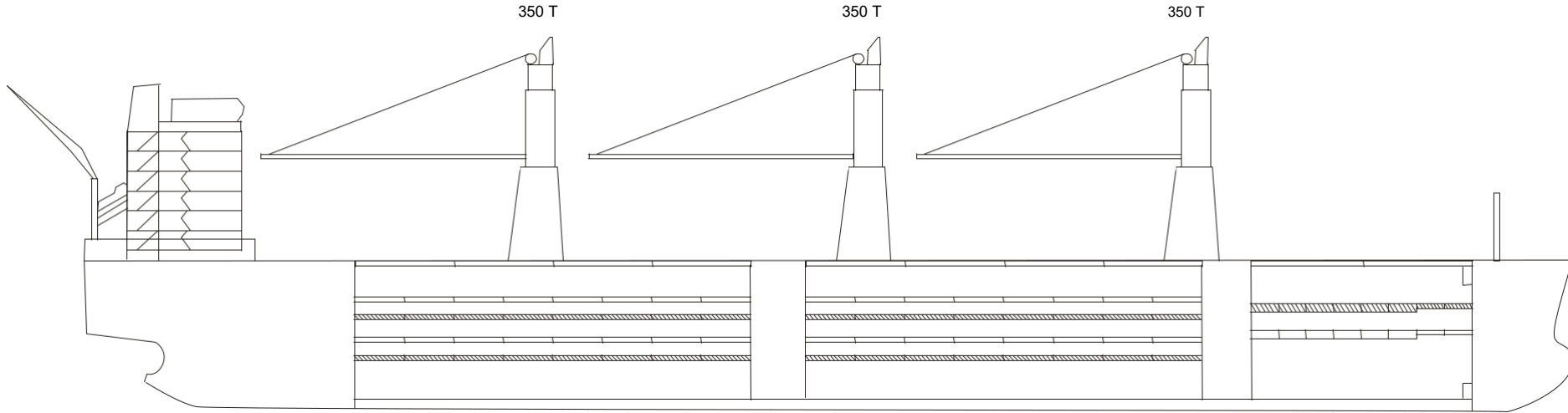
MAX. PERMISSIBLE LOADING

Uniform Distrib. T /m²
Hatch covers | Deck

T /per Stack of
TEU | FEU

Weather deck hatch covers
Tweendeck hatch covers
Double Bottom Tank Top

3	70	90
4	-	-
18	144	180



<u>PRINCIPAL DIMENSIONS</u>	LENGTH overall	189,90	DEPTH moulded	15,50	HEIGHT maximal	52,46
	- btw perpendic.	184,00				
	BREADTH moulded	28,00				

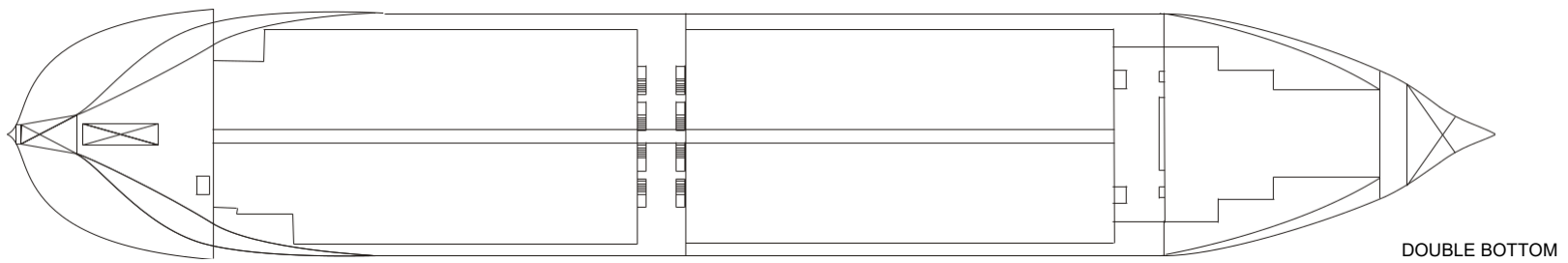
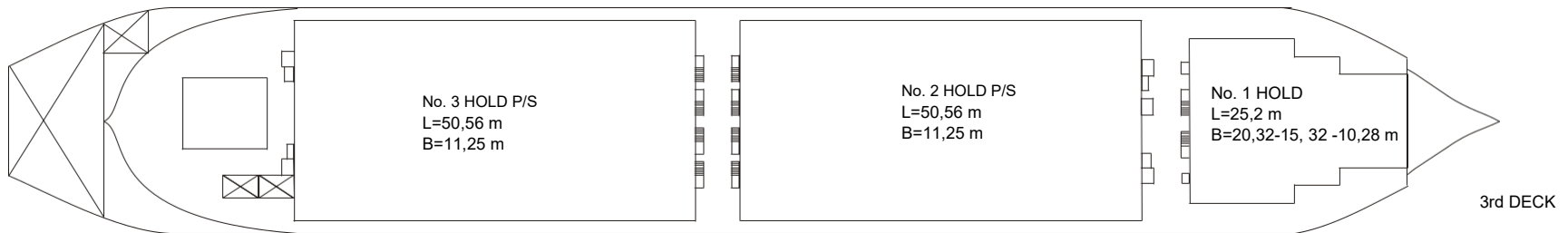
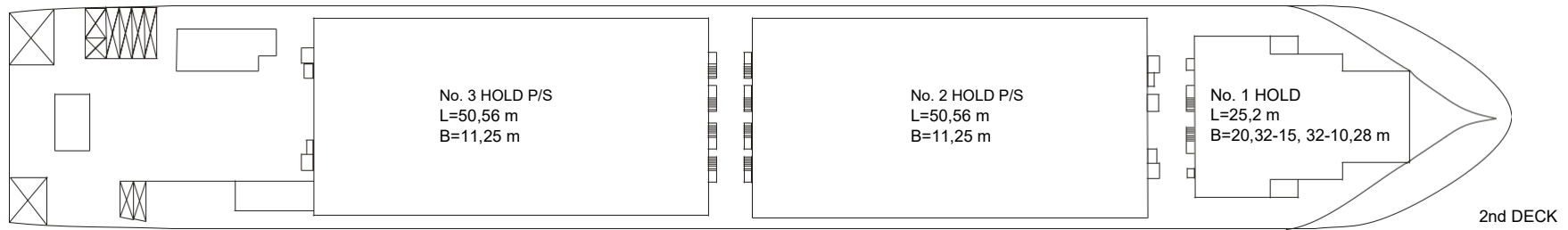
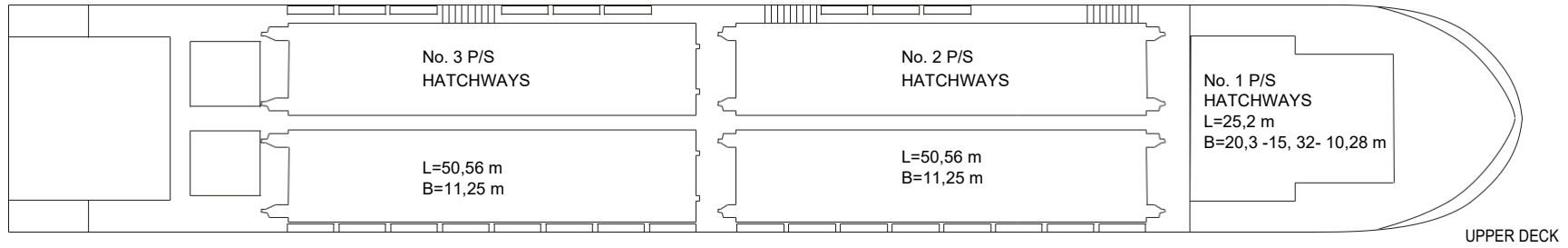
HATCH No	1	2	3
----------	---	---	---

DIMENSIONS (m)	L	B	H	L	B	H	L	B	H
Upper Tweendeck A	25,2	20,32-15, 32-10,28	8,71 - 5,37	2 x 50,56	2 x 11,25	6,16	2 x 50,56	2 x 11,25	6,16
Lower Tweendeck B	-	-	-	2 x 50,56	2 x 11,25	4,64	2 x 50,56	2 x 11,25	4,64
Lower Hold	25,2	20,32-15, 32-10,28	9,58 - 6,24	2 x 50,56	2 x 11,25	3,92	2 x 50,56	2 x 11,25	3,92

*

BALE CAPACITY	m ³	cub.ft	m ³	cub.ft	m ³	cub.ft	m ³	cub.ft
Upper Tweendeck	3 810	133 350	2 x 3 505	2 x 122 675	2 x 3 505	2 x 122 675	17 830	624 050
Lower Tweendeck	/	/	2 x 2 640	2 x 92 400	2 x 2 640	2 x 92 400	10 560	369 600
Lower Hold	2 338	81 830	2 x 2 230	2 x 78 000	2 x 2 168	2 x 75 880	11 134	389 590
Total	6 148	215 180	16 750	586 150	16 626	581 910	39 524	1 383 240







CONTENTS

INFORMATION	PAGE
NAME OF VESSEL	1
FLAG	1
MASTER / CREW	1
PORT OF REGISTRY	1
CALL SIGN / INMARSAT C	1
BUILDERS (SHIPYARD) / SINCE OPERATED BY CHIPOLBROK	1
TONNAGE INTERNATIONAL / SUEZ CANAL / PANAMA CANAL	1
CLASSIFICATION SOCIETY / CLASS	1
IMO No / TYPE OF VESSEL	1
MAIN ENGINE	2
SPEED / FUEL CONSUMPTION	2
AUXILIARY ENGINES / BOILERS	2
VENTILATION	2
FRESH WATER EVAPORATOR	2
TANKS CAPACITIES	2
LOADING SCALE	3
- Deadweight /Draft / Immersion	3
- Loading Marks / Constants stores / Light Ship Weight	3
CONTAINER BAY PLAN - GENERAL / MAX. LOADING CAPACITY	4
DECKS / HATH COVERS	4
MAIN DETALS: LOA / BOA / DEPYH / HEIGHT / CRANES CAPACITY	5
CARGO COMPARTMENTS:	5
-DIAMENSIONS	5
-BALE CAPACITY	5
DECK HORIZONTAL SECTIONS	6
CONTENTS	7

NOTES



Gdynia, October 2017

Published by: CHIPOLBROK Chinese - Polish Joint Stock Shipping Co. Branch Office, Gdynia

Edition: 100 copies

Printed by: KRET

Utmost care and diligence were used at compilation and verification of data contained herein which are believed to be accurate and correct, but neither Editors, nor Publishers, nor Printers assume any responsibility for eventual consequences of errors or misprints, if any.