



KOMROWSKI

M/V "DORIAN"

TYPE:	SELSUSTAINED CELLULAR CONTAINERVESSEL – B 186 LENGTHENED
CLASS:	GERMANISCHER LLOYD +100 A5 E, IW NAV-O SOLAS II-2, REG. 19, CONTAINER SHIP, +MC E AUT
BUILT:	8/1994 AT STOCZNIA SZCZECINSKA S.A., SZCZECIN
TONNAGE:	INTERNATIONAL 16,191 / 8,719 GRT / NRT SUEZ 17,002 / 14,431 GRT / NRT PANAMA 17,077 / 13,246 GRT / NRT
DWAT/DRAFT:	22,425 MTS ON 9.940 SSW DRAFT
DIMENSIONS:	LENGTH OVER ALL 179.30M BREADTH MOULDED 25.30M LENGTH BETWEEN BP 167.72M DEPTH 13.50M
FLAG:	LIBERIA
CONTAINERS:	ALL INTAKES ARE ALWAYS SUBJECT TO VESSEL'S TRIM, STABILITY, DEADWEIGHT, PERMISSIBLE WEIGHTS, PERMISSIBLE LASHING GEAR, BREAK LOADS, CONTAINER LASHING PLAN, RANGES OF VISIBILITY, PANAMA/SUEZ REGULATIONS AND OSHA RULES IN WHICH CASE INTAKES AND STACKWEIGHTS CAN BE CONSIDERABLY REDUCED.

	on deck	in hold	total
20'	894 TEU	630 TEU	1,524 TEU
40'+20'	442 FEU + 10 TEU	301 FEU + 28 TEU	743 FEU + 38 TEU
Reefer	160 plugs	-	160 plugs
40' High Cubes	394 units	234 units	628 units
45'	176 units	-	176 units
40' pallet wide 2.50 m	442 units	301 units	743 units
Homo intake bss 14 mts			1,115 TEU



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CONTAINER	INTAKE BASIS PANAMA CANAL RANGE OF VISIBILITY: 1,362 TEU UP TO 176 UNITS OF 45' LENGTH RESPECTIVELY 72 UNITS OF 48' LENGTH MAY BE STOWED ON DECK POSSIBLE STOWAGE IN HOLDS: FOUR TIERS 8'6" PLUS ONE TIER 9'6" EXCEPT HATCH NO. 2																									
FITTINGS:	FULLY CELLULARIZED IN HOLDS FOR 40' UNITS. ALTERNATIVELY 2 x 20' UNITS CAN BE STOWED INTO EACH 40' COMPARTMENT. FITTED WITH LOOSE LASHINGS FOR 20'/40'/45'/48' UNITS.																									
REEFER:	440V, 60 HZ, 3 PHASES 3 O'CLOCK																									
STACK LOADS:	<table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;"></th> <th style="width: 15%; text-align: center;">20'</th> <th style="width: 15%; text-align: center;">40'</th> <th style="width: 15%; text-align: center;">45'</th> <th style="width: 15%; text-align: center;">48'</th> </tr> </thead> <tbody> <tr> <td>TANKTOP</td> <td style="text-align: center;">140 MTS</td> <td style="text-align: center;">175 MTS</td> <td style="text-align: center;">--</td> <td style="text-align: center;">--</td> </tr> <tr> <td>MAIN DECK:</td> <td style="text-align: center;">60 MTS</td> <td style="text-align: center;">90 MTS</td> <td style="text-align: center;">90 MTS</td> <td style="text-align: center;">90 MTS</td> </tr> <tr> <td>HATCHES 1,2:</td> <td style="text-align: center;">40 MTS</td> <td style="text-align: center;">60 MTS</td> <td style="text-align: center;">--</td> <td style="text-align: center;">--</td> </tr> <tr> <td>HATCHES 3-9:</td> <td style="text-align: center;">60 MTS</td> <td style="text-align: center;">90 MTS</td> <td style="text-align: center;">90 MTS</td> <td style="text-align: center;">90 MTS</td> </tr> </tbody> </table>		20'	40'	45'	48'	TANKTOP	140 MTS	175 MTS	--	--	MAIN DECK:	60 MTS	90 MTS	90 MTS	90 MTS	HATCHES 1,2:	40 MTS	60 MTS	--	--	HATCHES 3-9:	60 MTS	90 MTS	90 MTS	90 MTS
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4 HO/9 HA:	HATCH NO 1 : 12,48 X 13,00 M - COVERED BY 2 PONTOONS HATCH NOS 2-9: 12,48 X 20,60 M - COVERED BY 3 PONTOONS																									
HATCH COVERS:	PONTOON TYPE HATCH COVERS DEVIDED INTO THREE LONGITUDINAL SECTIONS, EXCEPT HATCH NO. 1 WHICH IS DEVIDED INTO TWO LONGITUDINAL SECTIONS. PORT- AND STARBOARD SECTIONS CAN BE OPENED WITHOUT SHIFTING MIDDLE SECTION. MIDDLE SECTION CAN ONLY BE OPENED AFTER PORT- AND STARBOARD SECTIONS ARE REMOVED.																									
CRANES:	3 X 45 MTS SINGLE CRANES, OUTREACH ABT. 28M																									
TANK CAPACITY:	IFO ABT 1,368 CBM - MDO ABT 197,7 CBM WATERBALLAST 7,669 CBM																									
MAIN ENGINE:	SULZER 6 RTA 62 OF 12,180 KW AT 109 RPM																									



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AUXILIARIES:	2 x SULZER 8AL20/RD OF 890 KVA EACH AT 900 RPM PLUS 1 x SULZER 5AL20/RD OF 675 KVA AT 900 RPM
SHAFT GENERATOR:	1000 KW
SPEED/ CONSUMPTION:	<p>ABT 19.5 KNOTS ON ABT 49,0 MTS IFO AT DESIGN DRAFT OF 9.50M BASIS CLEAN AND SMOOTH BOTTOM, EVEN KEEL, DEEP AND CURRENTLESS WATER/SEA WITH A TEMPERATURE OF MAX 28 DEGREES CELSIUS, WIND MAX BEAUFORT 2 AND SEA NOT EXCEEDING DOUGLAS SEA STATE 2. NO MDO AT SEA WHEN SHAFTGENERATOR ENGAGED – IN WHICH CASE SPEED WILL BE REDUCED DEPENDING ON LOAD -, EXCEPT WHEN REEFER CONTAINERS CARRIED OR HOLD VENTILATION BEING USED, IN CASE OF EMERGENCY AND/OR NAVIGATION WITH REDUCED SPEED AND/OR NAVIGATION IN RESTRICTED AREAS LIKE APPROACHES, SHALLOW WATERS ETC. CHARTERERS TO PROVIDE SUFFICIENT QUANTITY OF MDO DURING SEA PASSAGES FOR OPERATING AUXILIARIES/GENERATORS IN CASE OF EMERGENCY.</p> <p>NOTWITHSTANDING ANYTHING ELSE CONTAINED IN THIS CHARTER PARTY, THE CHARTERERS SHALL SUPPLY FUELS OF SUCH SPECIFICATION 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 U.S. ENVIRONMENTAL PROTECTION AGENCY.</p>
PORT CONSUMPTION:	ABT. 4.5 MTS MDO DAILY INCL. CRANES ABT. 2.5/3.0 MTS MDO DAILY WHEN IDLE ALWAYS EXCLUDING REEFERS AND VENTILATION PLUS SOME IFO FOR HEATING FUEL OILTANKS.



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FUEL SPECIFIC:

ISO STANDARD 8217:2010(E) OR ANY SUBSEQUENT AMENDMENT THEREOF CLASS 'RMG380' OR BETTER (FOR IFO) AND CLASS 'DMB' OR BETTER (FOR MDO). THE PRODUCT MUST BE COMPOSED OF STRAIGHT MINERALS ONLY AND FIT FOR USE IN VESSEL'S ENGINES WITHOUT ANY CHEMICALS, WASTE LUBRICANTS OR ANY OTHER HARMFUL SUBSTANCES. FUELS TO BE SUPPLIED BY CHARTERERS WITHIN SPECIFIED CCAI LIMITS OF ENGINE MAKER, BUT NOT EXCEEDING CCAI VALUE OF MAXIMUM 850.

BUNKERS OF DIFFERENT GRADES/QUANTITIES/SUPPLIERS NOT TO BE MIXED.

SLUDGE REMOVAL, IF ANY, TO BE FOR CHARTERER'S ACCOUNT AND TIME.

THE VESSEL WILL PARTICIPATE IN THE MARITEC FUEL QUALITY TESTING PROGRAM. SAMPLES WILL BE TAKEN DURING EACH BUNKERING. COSTS INVOLVED IN THE AMOUNT OF USD 300,- PER SAMPLE TO BE EQUALLY SHARED BETWEEN OWNERS AND CHARTERERS

FITTINGS:

SUEZ, PANAMA, WWF/AUSTRALIA REGULATION, GMDSS, SATELLITE COMMUNICATION (TELEPHONE/TELEX/FAX), ANTI HEELING INSTALLATION:
PUMP CAPACITY 450 CBM/HR.

THE VESSEL IS EQUIPPED WITH A BOWTHRUSTER (590 KW) WITH SUCTION TUNNEL WHICH IS AT CHARTERERS DISPOSAL, HOWEVER, OWNERS ARE NOT RESPONSIBLE FOR MAL-FUNCTIONING OF THE UNIT AND/OR CONSEQUENCES THEREOF

SPECIAL FEATURES:

CAPABLE OF CARRYING IMO CARGO UNDER DECK:

HOLD 1: IMDG 1,2,3,4,5,1,6,1,8

HOLDS 2-4: IMDG 2,3,4,5,1,6,1,8

(IMO CLASSED CARGO(ES) ALWAYS TO BE LOADED IN STRICT CONFORMITY WITH IMO AND LOCAL SAFETY REGULATIONS AS WELL AS IN ACCORDANCE WITH THE VESSEL'S CERTIFICATE OF COMPLIANCE FOR THE CARRIAGE OF DANGEROUS GOODS.)



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ELECTRICALLY VENTILATED HOLDS: 6 AIRCHANGES/HOUR BASIS
EMPTY HOLDS - CO₂ FITTED INCLUDING SMOKE DETECTOR IN
CARGO HOLDS AND ENGINE ROOM

(ALL DETAILS ABOUT, GIVEN IN GOOD FAITH BUT WITHOUT
GUARANTEE)