

# SEATRADE ORANGE

Slot capacity: 2,256 TEU



## General

Built	August-2016	International	<b>GT</b> 24,901.00	<b>NT</b> 9,207.00
Flag	Liberia	Panama Canal		22,039.00
Port of Registry	Monrovia	Suez Canal		26,495.98
Callsign	D5LJ7			
IMO/Lloyds nr	9690092		<b>Draft</b>	<b>DWAT</b>
Length over all [m]	185.00	Tropical	10.41	27,929
Beam [m]	30.00	Summer	10.00	26,947
Depth [m]	16.50	Winter	9.79	25,972
Bowthruster(s)	1 x 1,200kW	Design	9.00	22,380

## Classification Details

Classification Society	Bureau Veritas (BV)
Main Class symbols	I, +Hull, +Mach
Service Notations	Container Ship
Navigation Notations	Unrestricted Navigation
Additional Class Notations	CPS(WBT), +AUT-UMS(SS), +SYS-NEQ-1(SS), GREEN PASSPORT, CLENSHIP, SEEMP, INWATERSURVEY
Machinery	+MACH
Class' Ice Notation	
Equivalent Finnish/Swedish Ice Strenghtening	-

## Cargo Gear

3 Cranes x 45.0 mt



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## Container slot flexibility

	<u>Holds</u>	<u>Deck &amp; Hatches</u>	<u>Total</u>
20'x8'6"(+40'x8'6")	888 (0)	1,368 (0)	2,256 (0)
40'x8'6"(+20'x8'6")	430 (28)	668 (8)	1,098 (36)
40'x9'6"(+20'x8'6")	362 (28)	618 (8)	980 (36)

320 x 45' on deck

Homogeneous intake of TEU's of 14mt: 1,580

Actual intake and distribution always subject to a vessel's stability, trim, bending moments, sheer forces, deadweight, permissible weights, permissible lashing gear break loads, container lashing and stowage plans, ranges of visibility, IMDG stowage/segregation requirements, Panama / Suez Canal Regulations and/or Cargo Securing Manual.

## Under stowage

26 x 20' units are required as understowage when loading upto full capacity with 40' units.

In the holds the 40' reefer slots overstay 14 x 40' non reefer slots.

Check container plan for the details.

## Reefer Plugs

Deck: 358

Holds: 314

Total: 672

## Cooling Water Plugs

Vessel is equipped with 340 water cooling plugs in holds 1-5.

The use of water cooling is optional in holds 2-5, but will reduce fuel consumption. Alternatively mechanical air supply of 4500 m3/h/cont with direct distribution to reefer stowage places in hold is provided for cargo holds No.2 - No.5.

## Remote Reefer Monitoring System

Type: PCT

Maker: Refcon

Version: 6

RDC handheld available: Yes

## Fittings

Fully cellularized for 40' containers in holds. 2 x 20' units can be loaded in one 40' cell.

Designated bays for 20' units.

Fitted with loosed lashings for 20'/40' units (OSHA).

Type of twistlocks: Full-automatic.

Cargo holds are prepared for loading up to the 5th tier 9'6" reefer containers including access for maintenance.

## Permissible Stackloads

Deck/Hatches: 70 / 100 mt per 20' / 40' stack

Holds: 144 / 180 mt per 20' / 40' stack

Except hatch1 fwd: 60 / 90 mt oer 20' / 40' stack



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## Hatch sizes

<u>Hold</u>	<u>Hatches # / Type</u>	<u>Position</u>	<u>length x width</u>	<u>Panels #</u>	<u>Position</u>	<u>length x width</u>	<u>Panels #</u>
1	2 Pontoon	Fwd Aft	12.64 x 15.66/10.95 12.64 x 20.82	2 2			
2	2 Pontoon	Fwd Aft	12.64 x 25.80 12.64 x 25.80	2 2			
3	2 Pontoon	Fwd Aft	12.64 x 25.80 12.64 x 25.80	2 2			
4	2 Pontoon	Fwd Aft	12.64 x 25.80 12.64 x 25.80	2 2			
5	1 Pontoon	Centre	12.64 x 25.80	2			

Pontoon type hatch covers are weather-tight, open/closed with non-sequential operating and divided adequate to the division of container rows in the holds. The panels are not interchangeable.

Hatch 1 Fwd: 22.5 mt each panel

Hatch 1 Aft: 31 mt each panel

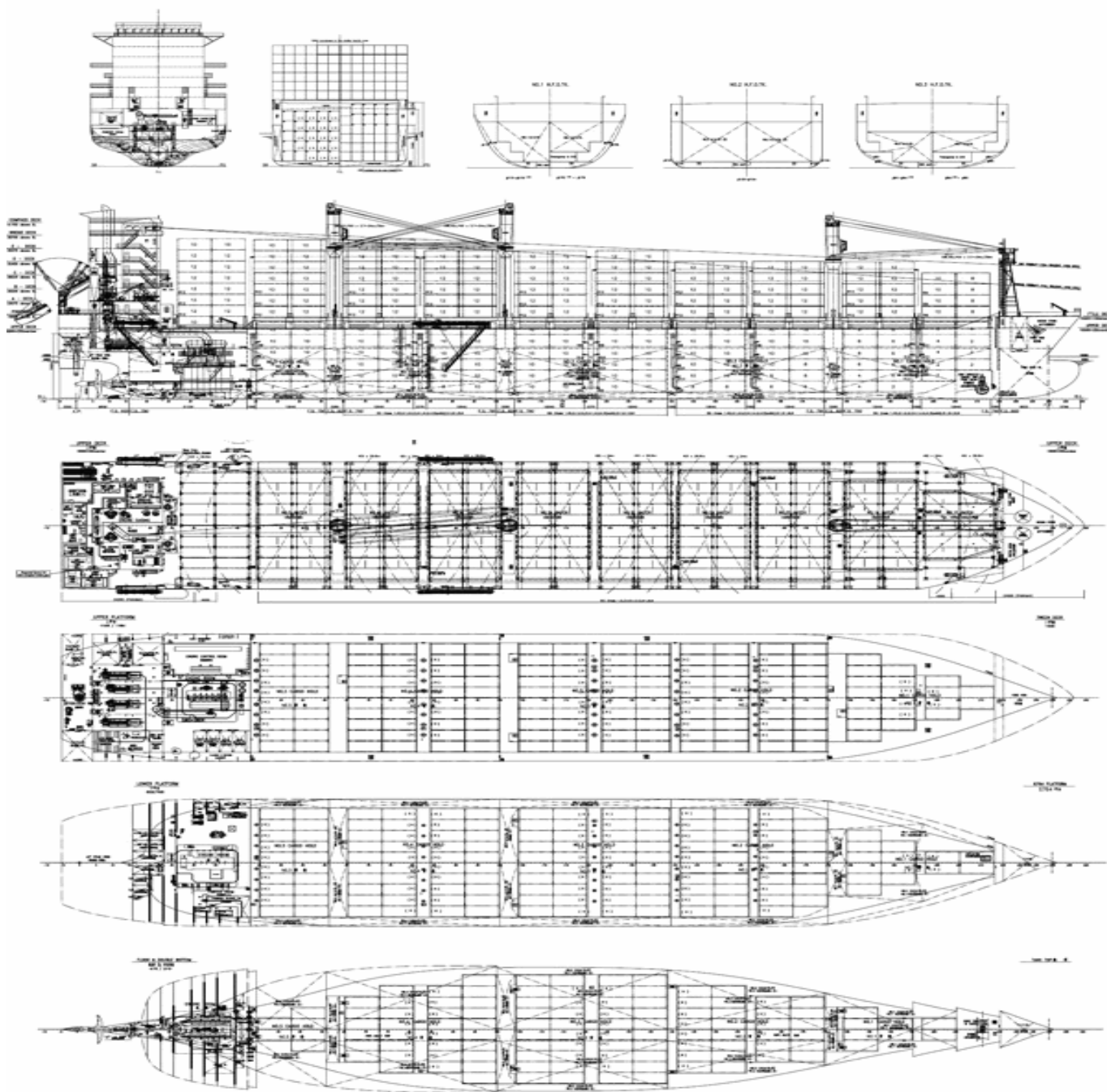
All other hatches: 37 mt each panel

Maximum panel weight including fixed fittings, bottom twist-locks and turnbuckles is 40 mt.



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## General Remarks

- Nominal Container Intake is based on maximum available empty standard (8'6") container slots whereby IMO visibility rules are respected.
- Effective Container Intake is based on the Nominal Container Intake but then for laden containers with the indicated weight whereby max stackweights are respected.
- Homogeneous TEU Intake at 14 mt is a theoretical figure based on standard (8'6") 20 ft containers of 14 mt, homogeneously loaded with the vertical center of gravity at 45% of the container height. The requirements for minimum stability and maximum draft are hereby respected.

