MV RS Lisa - Time Charter Describtion

ICE CLASS E3

Owner: Romy Shipping AS,
www.mmred.no

PARTICULARS

Name RS Lisa
Built by Sietas, Germany 10/2003
IMO 9287704
Flag Portugal
Call sign CQIA4
Class DNV-GL, + 100 A5 E3 Container Ship, SOLAS-II-2, Reg. 19, + MC E3 AUT

Deadweight abt. summer saltwater scantling draft	8.707 dwt on 7,48 m
Tonnage International	abt 7.519 / abt. 3.570
Suez	abt. 7.890 / abt. 5.600
Loa	137,50 m
Lbp	126,00 m
Breadth moulded	21,30 m
Draft (design)	7,40 m
Draft (summer)	7,48 m

CONTAINER INTAKE

All intakes are always subject to vessel's stability, trim, visibility and permissible stack weights, permissible lashing forces and Panama / Suez regulations.

	Max 20’	Max 40’
In holds:	226 TEU	106 FEU + 14 TEU
On deck:	588 TEU + 4 FEU	272 FEU + 52 TEU
Total:	814 TEU + 4 FEU	378 FEU + 66 TEU

Grand total 822 TEU

Alternatively:

	30’	45’
In holds:	78x30’+28x40 +14x20’	0x45’ + 106x40’ + 14x20’
On deck:	318 x 30’ + 68 x 40’+16 x 20’	180x45’ + 62x40’ +16x20’

High Cube Container: Up to 4 tiers 9’6” containers in hold 2 and up to 3 tiers in holds 3 and 4 without losing slots.
For further details refer to the class approved “Cargo Securing Manual” indicating various loading cases

STABILITY

Abt. 508 TEU at 14 mts homogenous
Stability according IMO (VGC) 45%, scantling draft departure conditions
Permanent liquid ballast:
For achieving of sufficient damage safety contributions double bottom tanks 36 and 37 (227 cbm each) have to be completely filled up with permanent water ballast under all circumstances during any voyage.

REEFER PLUGS

In holds: 54
On deck: 96
Total: 150
440 Volt / 3phases / 60 cycles / 32 A

HOLD/HATCHES

4 cargo holds / 4 hatches
Folding type hatch covers, hydraulically operated, independent opening

CONTAINER STACK WEIGHTS/TANK TOP STRENGTH

In holds:	96 mts (C/H 1 - 2) / 90 mts (C/H 3 - 4) per 20' stack
	96 mts (C/H 2 - 4) per 30' stack
	136 mts (C/H 1 - 2) / 100 mts (C/H 3 - 4) per 40'/45' stack
On hatch covers:	50 mts (H/C 1 - 2) / 60 mts (H/C 3 - 4) per 20' stack
	60 mts per 30' stack
	80 mts (H/C 1 - 2) / 90 mts (H/C 3 - 4) per 40'/45' stack
On main deck:	80 mts per 20' stack
	96 mts per 30' stack
	100 mts per 40'/45' stack

For further details on the applicable permissible static and dynamic stack loads and the method of stowing and lashing refer to the class approved "Cargo Securing Manual" indicating various loading cases.

CONTAINER FITTINGS

Fully cellularised in holds, partly on deck for 40' units, alternatively 2 x 20' units can be stowed into each 40' compartment. The vessel is fitted with OSHA compliant loose lashing material / fittings / stacking cones and semi-automatic twist locks (maximum 70% nominal 20' container intake as per CSM).
The cellguides in holds and on deck are set for containers up to 2,500 m width by default. They can be adjusted in order to load containers of up to a width of 2,550 m in holds and 2,595 m on deck. Any adjustments to vessel's cellguide system have to be performed by a shore based workshop and to be restored prior redelivery at Charterers' time and expense.

DANGEROUS GOODS

The vessel is equipped for the carriage of dangerous goods always in accordance with IMDG code and in compliance with vessel's "Document of Compliance for the Carriage of Dangerous Goods" and the relevant charter party clause(s).

MACHINERY

Main engine:	1 x MAK 9M43 abt. 8.400 kW
Auxiliary engines:	2 x Caterpillar 3412C abt. 534 kW each
Emergency generator:	1 x abt. 260 kW
Shaft generator:	1 x abt. 1.300 kW
Bow thruster:	1 x abt. 750 kW

SPEED AND CONSUMPTION

The figures are all about and based on good weather conditions and smooth sea, maximum Beaufort 2 and maximum Douglas sea state 2 (maximum significant wave height 1,25 m), with no adverse current, on even keel, in deep water, with clean bottom, maximum sea temperature 28 degree Celsius.
Consumptions are including use of shaft generator with a load of 200 kW and based upon a standard fuel with a lower calorific value (LCV) of 42.7 MJ/kg.

Main engine:

Speed (knots)	Consumption (mts per day) at design draft
18	31,0
16	24,0
14	19,0

Auxiliary engines / shaft generator:

	Consumption (mts per day)	
	at sea	in port
Auxiliaries		1,0
Per 10 reefer	0,5	0,5

Auxiliary engines operate on MGO only and consumption based on no reefers, without hold ventilation, no main engine auxiliary blowers running, at a maximum air temperature of 25 degree Celsius and a maximum sea temperature 28 degree Celsius.

Boiler:
Boiler operates on MGO only and consumption is depending on ambient temperature and main engine load. It might be necessary to run the boiler at low main engine loads (slow steaming). Consumption upto abt. 1,0 mts per day in winter conditions.

FUEL SPECIFICATIONS
Charterers to supply only suitable fuels as per specification to enable main propulsion, auxiliary machinery and boiler to operate efficiently and without harmful effects, in compliance with any national or international fuel regulation.

All fuels supplied shall comply with ISO standard 8217:2017(e) or any subsequent amendments thereof. It shall not contain Phenols, Styrene, DCPD, inorganic acids, used or waste lubricating oils, refinery waste, tar oil or any other potentially harmful components.

VLSFO:	RMG 380, with a maximum CCAI of 850, max. 0,5% sulphur
ULSFO:	RMD 80, max. 0,1% sulphur
MGO:	DMA / DMB, max. 0,1% sulphur

Owners participate in a recognised fuel testing programme and are not obliged to use fuel supplied by Charterers until the analysis report is received, indicating satisfactory fuel quality. The fuel testing costs to be equally shared between owners and charterers. The BIMCO bunker quality control clause for time charter parties to apply.

No commingling of bunkers.

Sludge removal, if any, always to be for charterer's account and time.

TANK CAPACITIES

Fuel oil	abt. 535 cbm at 100%, incl. settling, service and low sulphur tanks
Diesel oil	abt. 395 cbm at 100%, incl. service tank
Lub oil	abt. 70 cbm at 100%
Fresh water	abt. 97 cbm
Ballast water	abt. 3.829 cbm

ADDITIONAL INFORMATION
Next dry dock: 10/2023
When trading in ice water ballast tanks 32, 33, 36 and 37 can be used for seawater recooling during estuary voyage and in harbour.

Updated 17-12-2020