

# M/V NZ SHANGHAI

Built: FEB 2002                      Flag: PANAMA

IMO number: 9230232

Call sign: 3E4747

Type:                                      Container Vessel

Classification:                      BV

Built:                                      Feb 2002, SHIN KURUSHIMA DOCKYARD CO., LTD.

Tonnage:                                  International    about 18872 GT/ 8515 NT

    Suez                      about 19327 GT/16887NT

    Panama                about 18872 GT/16798NT

DWT and Draft : abt 23629 mt on 9.532 m

L.O.A 198.04m LPP:184m

Breadth moulded 28m

Depth moulded 14m

Nos. of hatches / holds: 10 hatches, 6 holds

No.1 Cargo Hatch 12.80 L X 7.8 B X 1 ROW

No.2 Cargo Hatch 12.80 L X 8.0 B X 2 ROW

No.3 Cargo Hatch 12.80 L X 10.55 B X 2 ROW

No. 4 – No.10 Cargo Hatch 12.80 L X 7.8 B X 1 ROW

Type of hatch covers: Pontoon type (non sequential)

Strength on hatches: 80T / STACK FOR 20 FT CONTAINER & 120T / STACK FOR 40 FT CONTAINER

Strength in cargo hold: 125T / STACK FOR 20 FT CONTAINER & 153T / STACK FOR 40 FT CONTAINER

Containers:                      All intakes are always subject to vessel's stability, trim, deadweight, permissible weights, permissible lashing gear break loads, container lashing plan, ranges of visibility, Panama Canal regulations and OSHA rules in which case intakes and stack weights can be considerably reduced.

Reefer Sockets – Total 106 units on deck

Reefer Plug Type : KRD-BE32H type.

<b>Container Stowage:</b>	Case I	20'
	On Hatch	1062
	In Hold	600
	<b>Total</b>	1662 TEU
	Case II	40'
	On Hatch	527FEU
	In Hold	292FEU
	<b>Total</b>	819FEU

Stability base on Designed Draft: 640 Teu (on Hatch/Deck)

Number of container (14Mt): 600Teu (in Cargo Hold)

Container Weight: Total 1240 Teu

Cargo gear: Gearless  
Bow thruster: Nakashima TYPE: TCT-200 OUTPUT: 1070kw/AC440V//60HZ/3Φ  
Firefighting system: Fixed CO2 system.

---

Tank capacities: Diesel oil 185 M3 (143.2MT 90%)  
Fuel oil 2692.24 M3 (2350.32MT 90%)  
Fresh & drink water 480.45M3  
Ballast 8775.76 M3

Type and horsepower of main engine: 1 set x MITSUI MAN B&W 7S60MC-C BHP 15785kwx105  
Type and horsepower of gen.engine: WARTSILA 3 \*4R/32LND (HFO) – 1,480kW

Fuel specification:

Charterers shall supply and pay for fuel and diesel oil of the specification and grades (as stated below):

VLSFO/ISO 8217: 2010 RMG380 MAX 0.50% Sulphur  
LSMGO (Dma x ppt) MAX 0.1% Sulphur

Latest standard always to apply; And always comply with the maximum sulphur content requirements of each trading zone.

Vessel will not commingle different bunker stems in the same storage tank.

## **Speed & consumption:**

### **(at sea)**

Vessel consumes more diesel oil at narrow/ shallow/ busy water are and engine starting / stopping / manoeuvring.

17.0 knots abt 30.5mt on M/E  
16.0 knots abt 28mt on M/E  
15.0 knots abt 26mt on M/E  
14.0 knots abt 21.5mt on M/E  
13.0 knots abt 17.5mt on M/E

F.O About 3.5 MT per Aux Eng. (without reefer container)  
F.O About 6.5 MT per 100 reefer containers  
D.O 0.1MT per day for Aux Eng at Sea.

All above speed/consumptions are basis summer loaded draft 9.532 on even keel under fair and smooth weather condition, wind force below Beaufort force 2 / Sea state Douglas 2 and no negative influence by swell, current and / or tidal streams, max seawater temperature 28 deg Celsius and clean bottom. Charterers shall only supply suitable fuels to enable main propulsion and auxiliary machine without harmful effects.

**(in port)**

F.O About 3.5 MT per Aux Eng /Boiler – F.O – 1.5 MT (without reefer container)

D.O 0.1MT per day for Aux Eng in port.

**EEXI**

MARPOL Annex VI and the introduction of the Energy Efficiency Design Index for existing ships (EEXI) will require the vessel to have its attained EEXI calculated and verified against the required EEXI for the ship. The Owners may need to implement technical ship modifications to comply with the new regulations, which will result in a new maximum speed and corresponding consumption figures.

Attained EEXI: 18.4g / t · nm

Required EEXI: 18.4g / t · nm

Δ EPL: 70%

EEXI Max speed: abt 17knots

**ETS**

The Charterers shall provide and pay for the Emission Allowances corresponding to the Vessel's actual emissions under the scope of any applicable Emission Scheme. The quantity of Emission Allowances as notified by the Owners to the Charterers shall be transferred by the Charterers and received into the Owners' nominated Emission Scheme account on a monthly basis.

---

(Above details are given to the owners' best knowledge and to be taken as approximate)