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T/C Description of Hamburg Express

Brief description:

353/393 TEU – gearless “Vario-Con” Type with stowage-possibilities for various sizes of containers.

Container intakes:

	20 ft.	30 ft.	20 ft.	40 ft.	20 ft.	45 ft.	20 ft.	30 ft.
Below deck:	133	75	13	60	13	56	4	-
On deck:	220	138	2	102	16	78	4	8
Total:	353	213	15	162	29	134	8	8

20 ft containers:

Hold: 133 units – 43 / 45 / 45 units in 1st / 2nd / 3rd tier.

Deck: 220 units – 68 / 64 / 64 / 24 units in 1st / 2nd / 3rd / 4th tier

total: 353 x 20 ft. units

Alternative:

30 ft containers:

Hold: 75 units - 25 / 25 / 25 units in 1st / 2nd / 3rd tier

Plus 20 ft. 13 units - 03 / 05 / 05 units in 1st / 2nd / 3rd tier tier

Deck: 138 units - 42 / 42 / 36 / 18 in 1st / 2nd / 3rd / 4th tier

Plus 20 ft. 2 units - 02 / -- / -- units in 1st / 2nd / 3rd tier

**Total: 213 x 30 ft. units plus
15 x 20 ft. units.**

Alternative:

40 ft containers:

Hold:	60 units -	20 / 20 / 20 units in 1 st / 2 nd / 3 rd tier
Plus 20 ft.	13 units -	03 / 05 / 05 units in 1 st / 2 nd / 3 rd tier
Deck:	102 units -	30 / 30 / 30 / 12 units in 1 st / 2 nd / 3 rd / 4 th tier
Plus 20 ft.	16 units -	08 / 04 / 04 units in 1 st / 2 nd / 3 rd tier
Total:	164 x 40 ft. units plus	29 x 20 ft. units.

45 ft containers:

45' ft. plus 20 ft. & 30 ft.

Hold:	56 units	18 / 18 / 20 units in 1 st / 2 nd / 3 rd tier
Plus 20 ft.	4 units	02 / 02 / -- units in 1 st / 2 nd / 3 rd tier
Deck:	78 units	24 / 24 / 24 / 06 units in 1 st / 2 nd / 3 rd / 4 th tier
Plus 20 ft.	4 units	04 / -- / -- units in 1 st / 2 nd / 3 rd tier
Plus 30 ft.	8 units	04 / 04 / -- units in 1 st / 2 nd / 3 rd tier
Total:	134 x 45 ft. units plus	8 x 20 ft. units. Plus
		8 x 30 ft units.

Special features & comments:

Vessel can load:

- 2,5 m. wide containers anywhere in hold and on deck
- 2,6 m. wide containers anywhere on deck and up to 3 lanes in hold (= abt. 80 teu)
- 2 tiers of 9,6' high units anywhere in hold + 1 X 8'6"
- Due to a unique stacking layout (conver OSR multifeeder-system) the Vario-Con is able to accept/load 20'/24'/30'/35'/40'/45'/48'/49'/60' or even other 'odd' lengths with least space lost.
- Details about the stowage of other lengths/combinations will be given on specific request.

Stack weights:

Cargohold:

Position	Hold	Deck
20' bay	80 mts.	20-52 mts.
30' bay	80 mts.	45-55 mts.
40' bay	90 mts.	40-60 mts.

Example of stack weights on deck:

40 Ft. stacks

60,0 mts. 60,0 mts. 60,0 mts.	45,0 mts. 60,0 mts. 55,0 mts.	40,0 mts. 25,0 mts. 30,0 mts.	40,0 mts. 25,0 mts. 55,0 mts.	45,0 mts. 60,0 mts. 30,0 mts.	60,0 mts. 60,0 mts. 60,0 mts.
POS 06	POS 04	POS 02	POS 01	POS 03	POS 05

As long as 290 mts. across the bay are not exceeded on every 10 ft. compartment and subj. to 2 ft lashing gangs are left free fore and aft of any stack exceeding 30 mts.

20 Ft. stacks

50,0 mts 36,0 mts 50,0 mts 50,0 mts 50,0 mts 50,0 mts 52,5 mts	20,0 mts. 36,0 mts. 30,0 mts. 40,0 mts. 50,0 mts. 50,0 mts. 52,5 mts.	20,0 mts. 36,0 mts. 30,0 mts. 30,0 mts. 20,0 mts. 25,0 mts. 36,0 mts.	30,0 mts. 36,0 mts. 30,0 mts. 30,0 mts. 20,0 mts. 25,0 mts. 36,0 mts.	50,0 mts. 36,0 mts. 30,0 mts. 40,0 mts. 50,0 mts. 50,0 mts. 52,5 mts.	10,0 mts. 36,0 mts. 50,0 mts. 50,0 mts. 50,0 mts. 50,0 mts. 52,5 mts.
POS 06	POS 04	POS 02	POS 01	POS 03	POS 05

As long as 290 mts. across the bay are not exceeded on every 10 ft. compartment and subj. to 2 ft lashing gangs are left free fore and aft of any stack exceeding 30 mts.

Stability:

- 240 teu each 12 mts.
- 228 teu each 14 mts. on arrival condition acc. IMO rules
- 213 teu each 16 mts.
- 200 teu each 18 mts.
- 188 teu each 20 mts.
- 174 teu each 24 mts.

Reeferplugs:

60 sockets 380/220 volt / 50 cycles

Dangerous goods:

Vessel is fully CO2-fitted and in accordance with ruling SOLAS rules and regulations suitable fitted for the carriage of dangerous goods in packaged condition as follows:

On Weatherdeck: All classes

In hold:

IMO - classes with following restrictions:

- 1.4 S at least 3 m. away from engine room bulkhead
- 2 except for inflammable gases
- 3 except for flashpoint below 23 degr. C.
- 4 in closed containers only
- 5.1 in closed containers only
- 6.1 except liquids with flashpoint below 23 degr. C.
- 8 except liquids with flashpoint below 23 degr. C.

For classes 7 and 9 in packaged condition no specific requirement exist as per rule 54.

The vessel is also fitted for the carriage of dangerous cargoes, suitable packaged, on and/or under deck, in accordance with italy RINA requirements, including spark nets on the exhaust.

Main particulars:

General:

The vessel is a Freedecker with bridge/engine aft

Built in Marmara Shipyard AS, Korfez/kocaeli, Turkey according to plans of H.D.W. - Nobiskrug, Rendsburg.

Commissioned 26.08.1991. (Yard no 48A) Class G.L. + 100 A5 "Containership" with 1,90 m. freeboard MC AUT 16/24 "strengthened for heavy cargo.

Suitable for carriage of dangerous cargo.

Dimensions, deadweight & tonnage:

Length overall	94,26 m.
Length between perpendiculars	86,91 m.
Beam (moulded)	15,82 m.
Depth	7,90 m.
Max draught	6,01 m.
Draught in ballast	4,45/3,67 m aft/fw, resp. 3,85/3,76 m w/out bunkers
Air draft	31,00 m. (in ballast)
Deadweight all told	4.610 mts to SFB/WFB on 6,01 mtrs. laden
GRT	1.599 GRT Freedecker according Oslo-Analog confirmation
GT/NT	3.466 / 1.910
Suez Canal:	
GRT	3.428,06 RT
NRT	2.792,85 RT
Panama Canal:	
GRT	3.539,57 RT
NRT	2.622,90 RT

Hold & Hatches:

- 1 Boxlike hold sufficient height for 3 tiers 9' units/width 12,94
- 6.315 cbm grain
- Hold is covered by 1 folding pair abt. 40' each fore and aft plus 5 lift- and roll-covers, each abt. 20', incl. 2 two hydr. operated
 - Each 40' hatch-opening is independent of the other, and each 20 foot rolling section can if required, be disconnected by the crane and lifted onto the quay by shore gantry crane (provided a suitable even surface on the quay is available for storage), to give access a single 40, resp. 20 foot section below deck, so that it is only necessary to clear 40, resp. 20 foot length of deck space at respective bays (B +C and I + J = 40' openings, balance D,E,F,G,H being 2 foot openings), resp. two consec. ones would give access also to respective 40' bay in hold by being put ashore or by being rolled into other opened hatch area.
 - The folding hatch-covers aft, when vertical, do not come into contact with the 20' containers stowed on deck forward of the bridge.
 - Each 20/40' under deck stow can be exactly in line with each 20/40' hatch opening and all containers in one 20/40' bay below can then be discharged through the respective 40' hatch opening above
 - Bottom tier of under deck containers are secured by fixed 20/40' sliding foundations on the special point loads rails running fore/aft.
 - The longitudinal placing of containers is based on a possible repeating of stacking cones in 1 foot distances on the weather deck hatches.
 - Each of the folding covers will give access to 2 x 20' or 1 x 40' container length in the hold, and similarly each of the lift/roll covers gives access to any 20' bay in the hold, or if two lift/roll covers are moved, this gives access to 2 x 20' or 1 x 40' bay.

Speed/consumption:

Abt. 14.00 knots (laden ship) on abt. 12 metr. to IF 180

Abt. 13.75 knots (laden ship) on abt. 11 metr. to. IF 180

(incl. shaft-generator in use at abt. 150/kW)/excluding reefers and cargo hold vans/el.vent.

Port consumption about 1 ton GO

Main Engine, auxiliary engines spec.

Main engine:

MAK type 8M 453C of 2.940 kW at 600 RpM (de-rated and blocked output 2.200 kW)

Reduced via reduction gear Reinties VA 3.540 K to a 4-bladed variable pitch propeller (LIPS) about 148 revs.

1 Vulkan ratio-S 2.921 coupling for main drive

1 Vulkan ratio-S 1.521 coupling for PTO drive.

Auxiliary engines:

2 MTU diesel-generators type 12V 183 TE 51 each 313 kW/95kVA at 1500 RpM 380/200 volt / 50 cycles.

1 MTU emergency generator type 6RO 99 TC 31, 94 kW at 1500 RpM

1 Shaft generator 702 kW / 877.5 kVA at 1.500 RpM

Tank capacities:

IFO (0,96): 277.8 mts incl. settling- and day tank

GO (0.84): 62.2 mts.

Freshwater: 75.1 mts.

Ballast water: 1.846.6 mts.

Fresh and seawater centrif. and piston pumps (Iron and Bornemann)

Sundry equipment

- 1 Bowthruster Pleuger W., WF 100-250 E motor, 200 kW
- W.E. Duct'Schneekltuh
- 1 GEKA thermal oil plant
- El. hydr. Becker steering gear.
- Gyro compass/autopilot (Anschuetz)
- 2 Radars (Kelvin Hughes)
- Satcom A Station, Satcom C Station, Telex, Sailor main radio station, telefax, skymail, safety watch receiver, 3 sets of VHF radio-telephones, Epirb buoy, Navtex, Weatherfax, Doppler speed log, GPS and Decca navigation system (GMDSS fitted), Air-condition plan (Bronswerk), Freshwater generator (Alpha Laval), Sewage treatment Plant acc. To USCG (Triton Belco)

All details are 'about' and given in good faith but without guarantee!