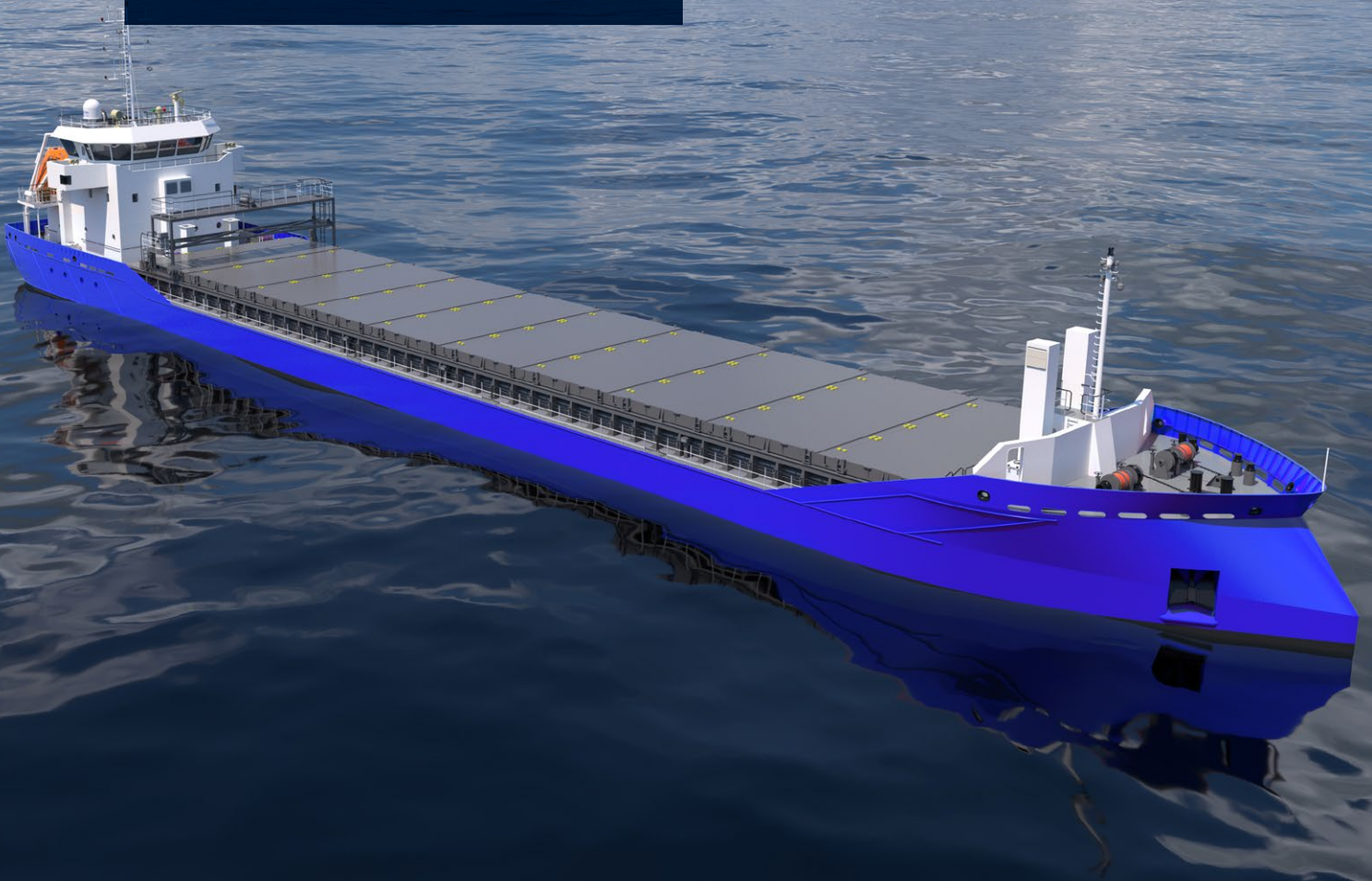


NEW BUILDING



SHIP PARTICULARS

MAIN PARTICULARS

Type: _____ General Cargo
Yard: _____ KTU Shipyard, Batam, Indonesia
Built: _____ 2023
Flag: _____ Antigua & Barbuda
Port of registry: _____ St. John
IMO No: _____ tba
Call sign: _____ tba
Class: _____ RINA
Class notation: _____ * HULL, * MACH, AUT-UMS, MON-SHAFT,
INWATERSURVEY, GREEN PASSPORT
P&I: _____ The London P&I Club

CONTACT

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GENERAL DIMENSIONS

DWT: 4,400 mts
 Design draft: 5.18 m
 TPC at max. draft: tba
 GT/NT: 2,987/1,415
 LOA: 93.50 m
 LPP: 91.70 m
 Breadth moulded: 14.40 m
 Depth moulded: 7.10 m
 Airdraft in ballast: tba

DECK STRENGTH

Tanktop: 15 mts/m²
 Hatch Cover: 2 mts/m²

HOLD PARTICULARS

Holds/hatches: 1/1
 Grain capacity: 5,444 cbm/
 192,253 cbft
 Dimension of hold: 61.60 x 11.80 x 7.49 m
 L x B x H
 Hatch cover: pontoon type
 Bulkheads: 2 moveable bulkheads
 Ventilation: 6 air changes/hour

CONTAINER

Container intake: 128 TEU max (20' x 8' x 8'6")
 in hold 80 TEU
 on hatches 48 TEU

MACHINERY

Main engine: 1,176 kW at 395 rpm
 Auxiliary generators: 3 x 206 kW
 Emergency generator: 135 kW with harbour mode
 Bow thruster: 215 kW
 Propeller: fixed pitch
 Speed/consumption: 10 kn/tba
 Port consumption: tba
 Fuel grades: MGO

Trial speed at design draft, actual speed trials will be done.
 The mentioned speed of the Vessel is based on the following conditions:

- Main engine running at 100% MCR
- Conditions as specified by engine Manufacturer (acc. ISO 15550) meaning an air inlet temperature of 25 °C, pressure of 100 kPa and a Relative Humidity of 30%. Please note: maximum outside temperature as specified in section 000.07 + warming in applicable machinery space result in de-rating of the engine
- Wind force not exceeding 2 Beaufort (Sea State 2)
- Minimum water depth of 5 times Vessels draught
- Clean hull and propeller

NEW BUILDING

TANK CAPACITIES

MGO: 205 cbm
 (incl. day- and settling tanks)
 Fresh water: 54 cbm
 Ballast water: 2,100 cbm

All details are given "about", wog and in good faith.

