

M/V LOA Harmony

Vessels particulars:

Shiptype: Container Ship with full cell guide
Date of Built: 2015.12.31
Builder: Jiangsu Shitong Ship Heavy Industry
Class: RINA
Flag: Marshall Island
Call Sign: V7A5679
IMONo.: 9734214

Principal Dimensions:

LOA: 160.31m
LBP: 149.60m
Breadth: 24.70m
Depth: 13.50m
Summer draft: 9.30m
Gross tonnage: 15,902t
Net tonnage: 7,589t
Deadweight: 22,800.0t
Container: 1,427TEU
Grain/Bale: 30,160 m³

Propulsion:

M/E: W6X40 X 1/5460 KW/124 r/min
A/E: Z8170ZLD-1/400KW X 3/1000r/min

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Holds/Hatches/Cranes:

Cargo Holds Capacity: 4 Cargo holds with 30,160 m³
Floor space under deck: 50 TEU+303 FEU
Floor space on deck: 97 TEU+337FEU
Cranes: NIL
Container intake: 1427 TEU nominal
656 TEU under deck
771 TEU on deck
REEFER PLUGS: 30 (30 TEU on Deck)
Deck strength sp/sqm: 11.5 tons/m² for general cargo in hold
152.4 tons for 20 TEU container in hold
152.4 tons for 40 TEU container in hold
48.0 tons for 20 TEU container on hatch cover
96.0 tons for 40 TEU container on hatch cover

Hatch dimensions: 12.5mX20.2mX1
6.54mX20.2mX1
12.96mX20.2mX1
12.5mX20.2mX6
Total 1908.9m²

Dangerous goods:

Vessel is equipped for carriage of dangerous goods, always in accordance with vessel's certificates and relevant rules in IMDG code.

Speed/Consumption:

For guidance only and without guarantee other Speed/Consumption basis time charter description conditions are estimated to be as below (Excl. Aux Engineers and Reefers):

abt 09.0 Knts at abt 09.5 mts (LSFO 180CST)
abt 10.0 Knts at abt 11.0 mts
abt 11.5 Knts at abt 12.5 mts
abt 13.0 Knts at abt 14.5 mts

M/E operation less than 50% MCR can be permitted only upto the points where Aux. Blower Automatic Continuous running can be avoided. (Auto Stop 76-77 RPM)

Consumption in port (per day) excl. reefers
Idle: A/E and Boilers MGO 1+0.8=1.8MT
Work: A/E and Boiler MGO 1.2+0.8 = 2MT

The A/E consumption will be changed depending on Nos. of Ref-Con.

All in good weather conditions / calm sea basis maximum Beaufort Scale Force 4 & Douglas Sea Stat 3, swell height upto 1.25M and no adverse current, no negative influence of swell.

Bunker Quality:

Charterers shall only supply suitable fuels as per specification to enable main propulsion and auxiliary machinery to operate efficiently and without harmful effects. Fuels to be mineral based products of stable and homogeneous nature complying with current cimac recommendations and iso standard 8217-2017 or any

subsequent amendments thereof, and shall not contain waste lubricants, tar oil, inorganic acids, chemicals or any other harmful substances, which jeopardises the safety of ships or adversely affects the performance of the machinery or is harmful to personnel or contributes overall to additional air pollution.

Vessel will participate in fuel quality testing programme. Samples will be taken during each bunkering. Costs involved in the amount of abtUSD450,-- per sample to be equally shared between owners and charterers.

The Charterers shall supply fuels of such specifications and grades to permit the Vessel, at all times, to meet the maximum sulphur content requirements of any emission control zone when the Vessel is trading within that zone. The Charterers shall indemnify, defend and hold harmless the Owners in respect of any loss, liability, delay, fines, costs or expenses arising or resulting from the Charterers' failure to comply with this Clause.

For the purpose of this Clause, "emission control zone" shall mean zones as stipulated in MARPOL Annex VI and/or zones regulated by regional and/or national authorities such as, but not limited to, the EU and the US Environmental Protection Agency.

Tank capacities:

Fuel Oil Tank:	864.40m ³
Diesel Oil Tank:	251.47 m ³
Lubricating Oil Tank:	36.39 m ³
Freshwater:	400.12 m ³
Ballast water:	9322.58 m ³

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All details and figures are about except fuel specifications and are believed to be correct, but wog.

Shanghai
2022.04.18
Operations Department

