

Vessel's Particulars  
**The Astrotype I (Typ 8138/1-4)**



Flag	GERMAN, alternatively NETH.ANTILLES
Port of Registry	LEER, Willemstad / N.A.
Class	Germanischer Lloyd +100 A5 E "Container Ship" NAV-OC +MC E AUT
Builders	Stocznia Gdynia JSC
LOA/LBP	178,00 m / 164,20 m
B (mld)	28,20 m
D (mld)	16,80 m
Design Draught	9,70 m
Scantling Draught	11,50 m
Container Draught	10,50 m
Deadweight	abt. 18.031 ts on design draught of 9.70 m abt. 25.100 ts on scantling draught of 11.50 m
Accommodation	19 + 1 + 4 + 4 = 28 in total
Tonnage	Gross 21.199 BRZ Net 8.574 BRZ
Main Engine	B & W 6L 70 MC developing 17.200 kW at 108 rpm The engine is equipped for pier to pier operation on 600 cst fuel.
Bow Thruster	1 x 950 kW giving abt. 15.0 tns thrust
Propeller	Fixed pitch, medium screw propeller = 6.80 m Pm = 6026 mm
Diesel Generators	2 x 8 cyl + 1 x 6 cyl Wärtsila Vasa 6 R 20 , 900 rpm Total 4060 kVA Equipped for burning up to 600 cst FO Idle port consumption about 1.5 ts /day
Cruising Range	14.000 nm
Performance	19.5 KN ---- 54.0 ts / day HFO 20.0 KN ---- 56.0 ts / day HFO 20.5 KN ---- 62.0 ts / day HFO 21.5 KN ---- 68.0 ts / day HFO incl. 50 % Reefer
Service Speed	21.0 knots / DRFT 9.70 m / 90% MCR / 15% sea margin

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**Communications** Full satellite communications incl. telephone, telex and facsimile.  
 The installation meets the requirements of the Global Maritime Distress and Safety system. High Speed data transfer, bidirectional, Internet connected.

**Bridge** Equipped for "ONE MAN BRIDGE" operation NAV-0 C.

**Container Intake** 1647 TEU

**Cargo Flexibility** The vessel is designed to accommodate containers of following dimensions.  
 20' containers 20' x 8'0" x 8'6" or 20'c x 8'0" x 9'6" = 1648 TEU  
 40' containers 40' x 8'0" x 8'6" or 20' x 8'0" x 9'6" = 800 + 32 TEU  
 45' containers 45' x 8'0" x 9'6" = 152 TEU  
 49' containers 49' x 8'0" x 9'6" = 44 TEU

All locations are designed for 40' or 20' units. Hatches 1B, 2A, 4A, 4B are arranged for oversized units of 45' and 49' on deck  
 Euro Bell in hold

**Reefer Plugs** 257 a 14 KW reefer sockets are installed above deck. 96 a 8,5 KW reefer sockets are installed in holds Nos. 2 and 4. Each is capable of supplying any type of 'integral' reefer unit found in the market.  
  
 All reefer plugs are monitored either through power cable or by four pole monitoring cable bi-directional alarm on bridge. ( SYSTEM SABROE )

**Cargo Acceptance** Hold 1A : IMO cargoes 1-8 + 9 as per SOLAS ch. VII  
 Hold 1B - 4B : IMO cargoes 2-8 as per SOLAS Ch. VII  
 ( except bay adjacent to ER bulkhead )

**Cargo Holds** 8 cargo holds dimensioned according to standard container dimensions for maximum container intake. The sides of all cargo holds are flush with the hatch coamings.

	Hold NO. 1A	Hold NO. 1B
Lenght	1 x 40' or 2 x 20'	1 x 40' or 2 x 20'
Breadth	6 x 8',0" maximum	7 x 8',0" maximum
Depth	4 x 9'6", 5 x 8'6"	4 x 9'6", 5 x 8'6"

	Hold NO. 2A+B
Lenght	1 x 40'
Breadth	9 x 8',0"
Depth	5 x 8'6" or 2 x 9'6" + 3 x 8'6"

	Hold NO. 3A+B
Lenght	1 x 40' or 2 x 20'
Breadth	9 x 8',0" maximum
Depth	5 x 8'6" or 2 x 9'6" + 3 x 8'6"

	Hold NO. 4A+B
Lenght	1 x 40' or 2 x 20'
Breadth	9 x 8',0" maximum
Depth	5 x 8'6" or 2 x 9'6" + 3 x 8'6"

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Homogeneous Load

1350 TEU ( 12 tons SGB criteria )  
1250 TEU ( 14 tons SGB criteria )  
1180 TEU ( 16 tons SGB criteria )  
1100 TEU ( 18 tons SGB criteria )  
1050 TEU ( 20 tons SGB criteria )

Max. Stack Load

In holds

FEU 180 tons / TEU 144 tons : 6 layers of containers in hold ( except NO 1A + 1B )

On poop deck

FEU 130 tons / TEU 90

On hatch covers

NO 1 A : FEU 90 tons / TEU 60 tons

NO 1 B - 4B : FEU 118 tons / TEU 80 tons

45' / 49' 100 tons

Hatch Covers

Supported pontoons subdivided longitudinally, 2 times per hatch except 1A.  
Hatch sealing arrangement permits handling of pontoons independent of adjacent pontoons thereby avoiding requirements for sequential loading and unloading. Maximum weight of pontoons 33 ts.

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