



**Vessel Description**

Ship Name : Kalamazoo  
 Built : 2013 Taizhou Kouan Shipbuilding Co. Ltd., China  
 Type : 1100 TEU Cellular Container Vessel, Gearless  
 Class : GL +100 A5 E, Container Ship, IW, NAV-O, BWM, DG, EP, +MC E AUT

International Tonnage : 9743GT, 4679NT  
 Length overall : 143.2 m  
 Breadth moulded : 22.6 m  
 Depth to main deck : 11.3 m  
 Design draft : 6.7 m with deadweight 8,411 mt  
 Scantling draft : 8.3 m with deadweight 12,580 mt  
 Lightship : 4,842 mt

**Containers capacity**

Cell guides in holds for 20'/40' containers; on deck with lashing fittings for 20'/40'/45' containers. All containers intakes are always subjected 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. Distribution of container weights within a single stack (20' or 40') on deck shall comply with on board containers stowage and lashing manual approved by class.

Homogeneous intake basis 14 mts about 649 TEU

40' high cubes in holds about 86 FEU (top two tiers available for 9'6" high cubes)

40' high cubes on deck about 174 FEU (subjected to IMO navigation visibility requirement)

Maximum reefer containers loadable about 119 units at (7kW x 0.6 per unit)

Stack weight	20' TEU	40' FEU
On Hatch/deck:	60 mt	90 mt
In Hold	100 mt	130 mt

	Tier	Max. 20'	Alternative 40'	Alternative 45'	Reefer Plugs
On Hatch	92	54	27	0	0
	90	108	54	9	0
	88	140	70	27	0
	86	140	70	27	0
	84	140	70	27	0
	82	140	70	0	35
On Deck	80	4	2	0	42
	Sum	726	363	90	77

In Hold	08	92	45	0	17
	06	86	41	0	17
	04	78	37	0	17
	02	60	28	0	17
	Sum	316	151	0	68

Total	1042	514	90	145
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**IMDG cargoes**

In No.1 hold : 1.4S, 2.1, 2.2, 2.3, 3.1, 3.2, 4.1, 4.2, 4.3, 5.1, 6.1, 8 & 9.

On hatches : 1 (1.1 to 1.6 & 1.4S), 2.1, 2.2, 2.3, 3.1, 3.2, 4.1, 4.2, 4.3, 5.1, 5.2, 6.1, 8 & 9.



Cargo holds and hatch covers

Total 4 holds with open type pontoon hatch covers. No.1 cargo hold is single hold with one hatch cover. No.2 to No.4 cargo holds each divided into two compartments, each compartment has two split type hatch covers, the split is in way of Row 02 (Port side), can be opened in unconstrained sequence.

Hatch covers size and weight

No.1 about 13220x12740mm, 29mt

No. 2A/2B/3A/3B/4A/4B (Port side) each about 12740x7894mm, 21mt

No. 2A/2B/3A/3B/4A/4B (Stbd side) each about 12740x10417mm, 26mt

Cargo holds ventilation

Cargo hold No.1 natural supply and electrical driven flame proof exhaust fans.

Cargo hold No.2 to No.4 electrical driven exhaust & supply fans.

Cargo holds are fitted with CO2 fire extinguishing system.

Tank capacity: Ballast about 5,021 cu.m HFO about 830 cu.m  
FW about 200 cu.m MDO about 120 cu.m

Endurance about 10,000 nm

Main engine 1x QMD Wartsila 6RT-Flex48T-D with MCR 8730 kW at 127 rpm.

Electric generator 3 x 730 kW each driven by Anqing Diahatsu 5DK-20e 800kW at 900 rpm

Sea speed and consumption:

At speed 17.8 knots under trial condition on design draft of 6.7m, with clean bottom, even keel, deep sea water, no wind no wave no current, the fuel consumption is about 24 mt/day (+ 5% tolerance).

Aux engine consumption is about 3 mt per day per engine excluding heating and reefer containers.

Following speed/consumption for reference purpose only:

Design draft 6.7 m

12.0 kn about 9.0 mt per day  
13.0 kn about 10.0 mt per day  
14.0 kn about 12.0 mt per day  
15.0 kn about 14.0 mt per day  
16.0 kn about 17.0 mt per day  
16.5 kn about 18.5 mt per day  
17.0 kn about 20.0 mt per day  
17.5 kn about 21.5 mt per day  
18.0 kn about 24.5 mt per day  
18.5 kn about 27.5 mt per day

Scantling draft 8.3 m

12.0 kn about 10.0 mt per day  
13.0 kn about 11.5 mt per day  
14.0 kn about 13.5 mt per day  
15.0 kn about 16.0 mt per day  
16.0 kn about 20.0 mt per day  
16.5 kn about 22.0 mt per day  
17.0 kn about 24.0 mt per day  
17.5 kn about 27.0 mt per day  
18.0 kn about 30.5 mt per day

In line with maker's technical advice, to inter alia avoid premature cold corrosion and wastage of diesel engine exhaust valves, the diesel engines must burn MDO rather than HFO when running on engine operating load less than 25 % of MCR.

Furthermore, when the vessel is transiting narrow and/or shallow waters and/or waters traversed by bridges and/or waters near or between islands or through congested waters then for safety reasons (as reasonably determined by the Master) and as per company procedures, the vessel must run two diesel generators at a low engine operating load of less than 25% of MCR. As per above paragraph, when diesel engine operating load is less than 25% then the vessel will be required to change over from HFO to MDO.

All above figures are based on ISO reference conditions and fuel oil with lower calorific value of 42700 kJ/kg. Vessel can operate on single fuel system using marine fuel oil; sufficient quantity of marine diesel shall be provided for emergency operation. Fuel oil specification shall comply with ISO 8217:2010 or any subsequent amendment, the marine fuel oil shall equal to RMG or better, and the marine diesel oil shall equal to DMB or better. Charterers shall only supply suitable fuels to enable



main propulsion and auxiliary machinery to operate efficiently and without harmful effects. Fuels to be mineral based products, stable and homogeneous and shall not contain waste lubricants, chemicals or any other harmful substances; sludge removal, if any, to be always for Charterers' account and time. Supplied fuels shall comply with the requirement imposed by IMO and respective region/country.

**Fittings:**

Fittings for Suez/Panama canals, bow thruster about 590kW, satellite communication (telex/phone//fax/email)

All details about and without guarantee