MV Viking Orca

Type:	Fully cellular container vessel with engine/bridge aft.
Built:	May 2023
Hull Number:	YZJ2015-2078
Building Yard:	Jiangsu New Yangzi Shipbuilding Co., Ltd.
Flag:	Singapore
Port of registry:	Singapore
IMO number:	9555254
Call sign:	9V8920
P&I Club:	The Swedish Club
Classification:	ABS +A1, (E), Container Carrier, SH, SHCM, +AMS, UWILD, +ACCU, ENVIRO, BWT, TCM, IHM, CSC, CLPV
Deadweight:	24,471.4 mt on 9.70 m scantling draft
Int. GT/NT:	18,848 mt / 8,093 mt
Light Ship:	7,880.50 mt
Length (LOA):	171.90 m
Breadth (mld):	28.40 m
Depth (mld):	14.50 m
Scantling draft:	9.70 m
Design draft:	8.50 m

Container intake:
Always subject to vessel's stability, trim, deadweight, permissible stack weights, container lashing plan and visibility regulations

20' x 8' x 8'6':
Holds: 654 units (420 TEU of 9'6" plus 234 TEU of 8'6" containers)
Deck: 845 units on deck/hatches incl. engine room deck plus 141 FEU on upper deck aft of accommodation
Total 1,781 units

40' x 8' x 8'6":
Holds: 316 units plus 22 units 20' x 8' x 8'6"
Deck: 554 units on deck/hatch covers and aft of deckhouse, plus 19 units 20' x 8' x 8'6"
Total 870 units plus 41 units 20' x 8' x 8'6"

Stability: abt 1,385 TEU at 14ts homogeneously laden on 9.7 m scantling draft

Stowage of oversize containers: 45' x 8' x 8'6":
275 units plus 476 units 40' x 8' x 8'6" and 30 units 20' x 8' x 8'6" on deck/in holds.

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Stowage of high cube (HC) containers:
362 units of 40' x 8' x 9'6" on deck/hatches
254 units of 40' x 8' x 9'6" in holds
Vessel can load 2 tiers of 8'6" containers plus 3 tiers of 9'6" (HC) in cargo holds.

Reefer sockets:
Total 250 reefer sockets (204 on deck & 46 in hold no.3) to service standard 40' FEU'S.
Reefer sockets are (32A /11 kW) with interlocked socket outlet according to CEE 17-3h.

Fittings for each hold:
In all holds a 40' fixed cell-guide structure with reinforcements and side thrust- guide-bars for 20 feet containers.
2 x 20' units can be stowed into each 40' cell bay using twist stackers.

Fully fitted with all lashing/fittings to serve a full load of TEU/FEU in holds and on deck/hatch covers.

Holds/Hatches:
Steel Pontoon Covers
Each hatch covered with longitudinal panels & lip seals.
4 holds / 8 hatches with following dimensions
No. 1F: one hatch 12.560 x 18.120 m, one hatch 12.560 x 13.080 m
No. 1A: three hatches 12.560 x 23.160 m
Nos. 3~No. 8: three hatches 12.560 x 28.200 m
Hatch Coaming height: 1,350 mm

Permissible stack weights in Metric Tonne:

	20' TEU	40' FEU
Inner Bottom	152.5	152.5
Upper Deck (after deckhouse)	-	110
Hatch cover no.1	70	90
Hatch covers no.2-8	80	110

Distribution of container weights within a single 20'/40' stack to comply with the onboard loading manual for stowage and lashing of containers approved by class.

Ventilation:
Hold no.3 is provided with ventilation for cooling of connected reefer containers. All holds are fitted with CO2 fire extinguishing and automatic smoke detecting system.

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Speed and consumption:
Service speed abt 18.5 knots on abt 36.3 mt VLSFO for main engine only basis design draft (8.5m)

Main Engine only (all abt)

18.5 kn on	36.3	mt/day
18.0 kn on	32.9	mt/day
17.0 kn on	27.0	mt/day
16.0 kn on	21.7	mt/day
15.0 kn on	18.0	mt/day
14.0 kn on	12.0	mt/day
13.0 kn on	10.3	mt/day
12.0 kn on	7.7	mt/day
11.0 kn on	5.8	mt/day
10.0 kn on	4.6	mt/day

Speed and consumption figures are 'about' which is applicable to both and jointly to speed and consumption (specifically meaning 0.5 knots for speed and 5pct for consumption), and
both speed and consumption are always calculated only from beginning sea passage to end of sea passage, excluding any individual voyage up to 48 hours total duration, and both speed and consumption are always subject to good weather conditions for a period of 24 consecutive hours (noon to noon) up to and not exceeding Beaufort scale force 2 and Douglas Sea State 2, with combined wave and swell heights up to and including 1.25 M, no adverse currents, and excl individual voyages of less than 48 hours total duration.
Periods exceeding the above agreed mentioned good weather conditions and terms are to be expressly excluded when vessel's speed evaluation is conducted, no other extrapolation will be allowed.
Always subject to good quality of bunkers as agreed herein.
Charterers are not allowed to mix different supplies of VLSFO or MGO, in the same bunker tanks.

Minimum Eco Speed:
If the vessel operates at a mode below 25% of SMCR continuously, the main engine power shall be increased up to 75% SMCR for 1 hour per day. Owners confirm super slow steaming ability. 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 SMCR. As per above paragraph, when diesel engine operating load is less than 25% then the vessel will be required to change over from VLSFO to MGO. Should charterers request slow steaming, a separate slow steaming clause to be agreed.

Fuel consumption of boiler at sea:
Additional boiler consumption of abt 2.0 mt/day VLSFO if operating below 50 rpm and/or load below 20% SMCR and/or speeds below 10.1 knots

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Fuel Consumption in port:
Aux Engine: abt 3.60 mt/day VLSFO (excluding reefers)
Boiler: abt 3.0 mt/day VLSFO (Consumption depends on trading area and may increase in cold weather conditions)
ULS/MGO consumption: 50 litres/day for changeover/starting

Fuel Specification:
VLSFO (Below 0.5% Sulphur)
All above figures are based on ISO reference conditions and fuel oil with minimum 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 8217:2017 or any subsequent amendment, the marine fuel oil shall equal to RMG or better, and the marine gas 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. In addition sufficient ULSMGO/MGO should be supplied for operating auxiliaries/generators in case of emergency.

Hazardous cargo:
The vessel is fitted to load dangerous cargo in ISO containers according to IMDG code and vessel's DoC for the Carriage of Dangerous Goods.

Main engine:
HSD MAN / B&W Type 6S 60 ME-C MK10.5 Tier II, fixed pitch propeller
SMCR 11,800 kW, 99 rpm
CSR 10,030 kW x 93.8

Auxiliaries:
3 x 1,180 kW YANMAR Type 6EY22ALW
1 x emergency diesel, 120 Kw

Tank capacities (100%):
VLSFO: abt 1,191.3 m3 (inc. settling tank 92.4 m3 + service tanks 69.2 m3)
ULS/MGO: abt 233.4 m3 (including service tank)
Fresh Water: abt 206.6 m3 + 85.5 m3 drinking water
Ballast tanks: abt 8,398.9 m3.
Cruising range: abt 12,000 nm (18.5kn on the design draft / 8.5m)

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Communication:

VSAT Phone: +65 3174 4435 (Master) / +65 3174 4436 (Bridge/CCR)
FBB-500 Phone: +870 773 065 563 (Bridge/Master/CCR/Ships office)
FBB-500 Fax: +870 783 780 104
VOIP + 65 31252259
Satcom-C Telex:456 605 182 / 456 605 183
E-mail: master.vikingorca@gtmailplus.com

Miscellaneous:

Fitted with all modern nautical aids (navtex receiver, echo sounder, speed log, gps, 2 radars, gyro compass, autopilot, ECDIS, AIS, VDR, SSAS etc.)
Radio equipment in accordance with GMDSS rules A3
Stability and cargo computer
Fully automatic anti-heeling system fitted for smooth cargo operations whilst in port
Next dry docking: May 2028
Technical Manager: Norse Ship Management Pte. Ltd. (Singapore)

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