

CONFEEDEER

SHIPPING & CHARTERING

EVIDENCE / EVOLUTION

1050 TEU ICE CLASSED CONTAINER VESSELS



Container vessels with excellent properties and a high service speed.
 Builder: YVC IJsselwerf in 1996 and 1997.

MAIN PRINCIPALS

L.o.a.	145.70 m	Deadweight	appr. 13248 tdw
Lp.p.	135.92 m	Tonnage	9191 GT
Beam	23.39 m		5284 NT
Depth	11.70 m	Service speed	19 knots
Draught	8.80 m		

CLASS REGULATIONS

Lloyd's Register 100 A1, Containership,
 Ice class 1A, ⚡ LMC, UMS, NAV 1, SCM, IWS
 Dutch Shipping Inspectorate (NSI), Dutch flag

MAIN PROPULSION EQUIPMENT

2 x Wärtsilä Diesel 8L38, 5280 kW MCR at 600 rpm (10560 kW)
 Low NOx certificate

CONSUMPTION

Including approx. 250 kW consumption for shaftgenerator and under normal conditions: appr. 47 t/24 h at 19.0 kn service speed.
 Harbour consumption auxiliary set plus boiler, excluding reefers: appr. 1,5 t/24 h.

TANK CAPACITIES

Waterballast	5607,1 m ³	Gasoil	125,3 m ³
HFO 380	1006,1 m ³	Fresh water	108 m ³

ADDITIONAL EQUIPMENT

Shaftgenerator	2000 kW
Auxiliary diesel sets	2 x 570 kW
Emergency diesel set	1 x 570 kW
Bowthruster	1000 kW, CPP Kamewa
Sternthruster	750 kW, CPP Kamewa
Propellor	Kamewa, CPP
Rudder	Becker rudder

CONTAINER CAPACITIES

Capacity	1050 TEU, [512 FEU + 26 TEU]
Container Stability	appr. 750, 14 tons homogeneous weight (IMO)
Reeferpoints	178 pcs. total 56 pcs. in hold, 122 on deck
Block Stowage	all bays, cell-guides, pontoon hatches
Oversized units	High cubes/wide bodies partly in hold/on deck 72, 48/49 ft containers 82, 30 ft containers 144, 45 ft containers
Dangerous goods	Solas II 2, Reg. 54/VII
Hatch covers	Pontoon type

STACK WEIGHTS

Hold 1 (5 layers) (2 x 8'6" + 3 x 9'6")	20 ft: 96 ton	40 ft: 120 ton
Hold 2 to 7 (1 x 8'6" + 3 x 9'6")	20 ft: 96 ton	40 ft: 120 ton
Hold 8 (2 x 8'6")	20 ft: 96 ton	40 ft: 120 ton
Hatches	20 ft: 60 ton 30 ft: 75 ton	40 ft: 90 ton 45 ft: 90 ton
Aft deck	20 ft: 30 ton	40 ft: 40 ton

All details are believed to be correct and subject to reconfirmation.

CONTAINER POSITIONS

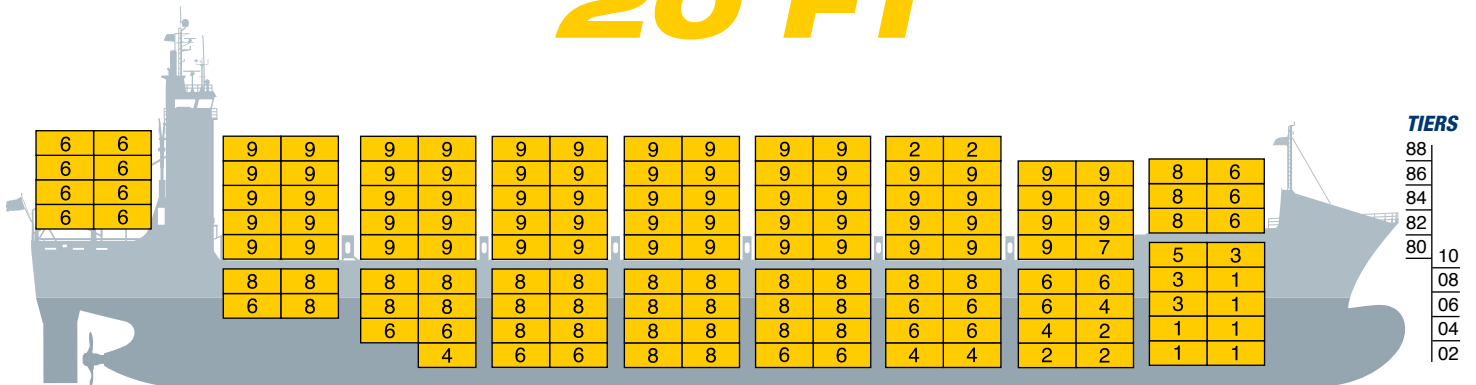
EVIDENCE/EVOLUTION

For reasons of clarity some container rest positions are not shown.

Reefer points are situated on deck as well as in the hold.

High cubes and wide bodies can be stowed in every position on deck as well as in the hold.

20 FT



20 FT CONTAINERS

ON DECK

TIERS

88	106
86	152
84	152
82	152
80	124

TOTAL 686

IN HOLDS

TIERS

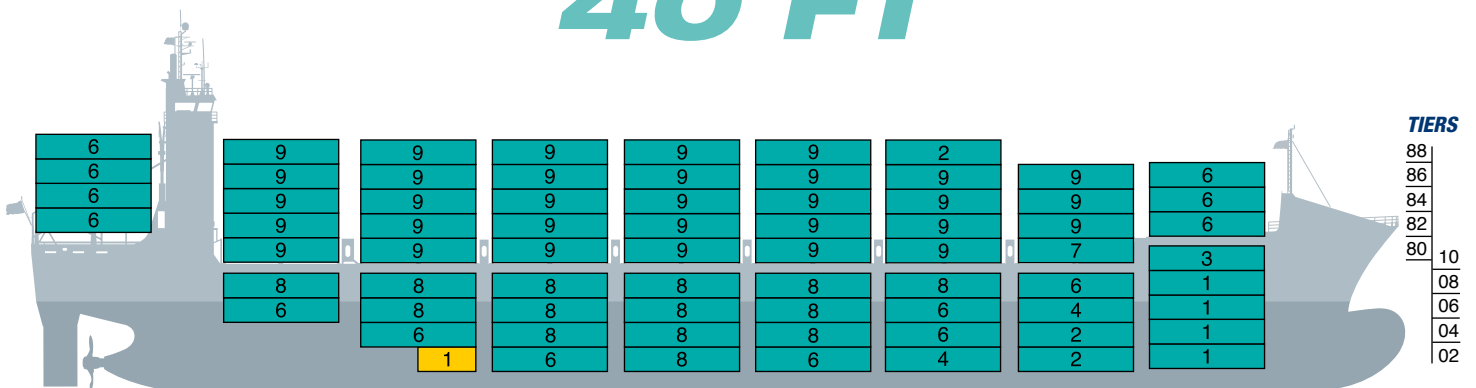
10	8
08	112
06	106
04	80
02	58

TOTAL 364

TOTAL IN SHIP

1050

40 FT



40 FT CONTAINERS

ON DECK

TIERS

88	53
86	75
84	75
82	75
80	61

TOTAL 339

TOTAL IN SHIP

IN HOLDS

TIERS

10	3
08	55
06	49
04	39
02	27

TOTAL 173

512

REST POSITIONS 20 FT CONTAINERS

ON DECK

TIERS

88	-
86	2
84	2
82	2
80	2

TOTAL 8

TOTAL IN SHIP

IN HOLDS

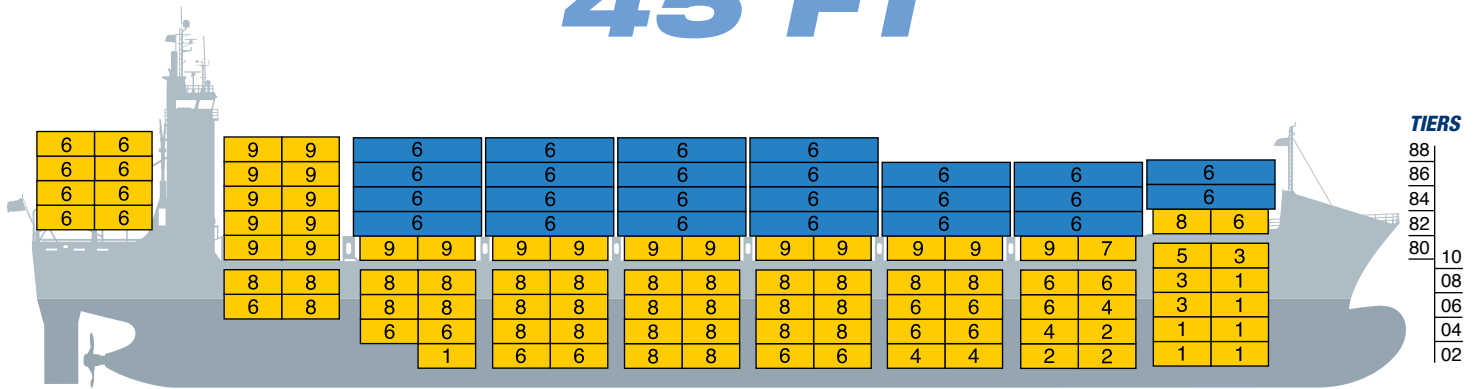
TIERS

10	2
08	2
06	8
04	2
02	4

TOTAL 18

26

45 FT



45 FT CONTAINERS

ON DECK TIERS	IN HOLDS TIERS		
88	24	10	-
86	42	08	-
84	42	06	-
82	36	04	-
80	-	02	-

TOTAL 144

TOTAL IN SHIP 144

REST POSITIONS 20 FT CONTAINERS

ON DECK TIERS	IN HOLDS TIERS		
88	58	10	8
86	68	08	112
84	68	06	106
82	71	04	80
80	124	02	58

TOTAL 389

TOTAL IN SHIP 753

ABOUT THE SHIP OWNER



JR Shipping BV - located in Harlingen, The Netherlands - is an experienced and renowned ship owning company, leading in the market of container feeder vessels.

In addition, the group also operates multi purpose vessels and service vessels for the offshore wind industry.

The ability to direct all important success factors such as project development. Ship finance, operational ship management and

charter brokerage, is the backbone of JR Shipping's competitive strength.

The decisive and professional ship management organization - JR Ship Management BV - as well as the dedicated staff on board of the vessels, stimulate the excellent performance of the JR Shipping fleet.

More information about the company is available on: www.jrshipping.nl



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TAKING CARE OF FEEDER BUSINESS