



# KALAMOTI TRADER

## Geared Container Vessel

### VESSEL'S DESCRIPTION

Vessel's name	:	KALAMOTI TRADER (Hull No. GWS477)
Vessel type	:	Fully Selfsustained Geared Cellular Container Vessel
Built	:	Nov 2017
Yard	:	Guangzhou Wenchong Shipyard, PRC
Port of Registry	:	Valletta
Flag	:	Malta
Call sign	:	9HA4702
IMO-No	:	9701279
Class & Class notation	:	GL +100 A5 Container ship BWM(D2) DG ERS IW LC NAV RSD +MC AUT EP-D

### MAIN PARTICULARS

TEU capacity	:	2194 TEU
LOA	:	184.99 m
LBP	:	176.00 m
Breadth Moulded	:	30.00 m
Depth moulded	:	16.50 m
GRT/NRT	:	25,145 / 8,016
Panama NRT	:	20,951
Suez GRT/NRT	:	26,475.24 / 22,941.19
Deadweight / Draft (Summer)	:	25,293.7 mt / 9.50 m
Reefer Container Plugs	:	490 FEU [222 on deck / 268 in holds]

### CARGO GEAR

3 deck cranes, Lifting Capacity 45 mtons / Radius 4.0 to 29.6 m / TTS Bohai Machinery ( Dalian ) Co.Ltd

### CONTAINER CAPACITIES

	20'	40'	20'
On Deck	1,300 units	638 units	+ 24 units
In Holds	894 units	432 units	+ 30 units
Total	2,194 units	1070 units	+ 54 units

Reefer Plugs (Total FEU)	:	490
On Deck (FEU)	:	222
Under Deck (FEU)	:	268

### HOMOGENOUS LOADING CAPACITIES

16 M/ts	:	1,444 TEUs
14 M/ts	:	1,570 TEUs
12 M/ts	:	1,674 TEUs
10 M/ts	:	1,846 TEUs
8 M/ts	:	1,988 TEUs

**All details 'about' and without guarantee.**

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## HATCH COVERS

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Type	:	Pontoon hatchcovers
No. 1 Hatch F	:	12.64 m x 15.656/10.496m (2 panels) , wt 21 mts/Each
No. 1 Hatch A	:	12.64 m x 20.816m (2 panels) , wt 28mts/Each
No. 2-5 Hatch	:	12.64 m x 25.8 m (2 panels) , wt 34mts/Each

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## MAXIMUM STACK WEIGHTS

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Point Load (tank top): 144/ 180 mtons, each 20' / 40' stack.  
Point Load (main deck): 70/ 100 mtons, each 20' / 40' stack.  
Point Load (hatch covers 1F): 60/ 90 mtons, each 20' / 40' stack on hatch one fwd  
Point Load (hatch covers 1A-5): 70/ 100 mtons, each 20' / 40' stack on hatch one aft to five  
Uniform Distributed Load on: Hatch Covers: 1F to 1A 3.5mts/sqm, 2 to 5 2.6 mts/sqm

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## TANK CAPACITIES (100% FULL)

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Heavy Fuel Oil (HFO 380)	:	1,955.4	CBM
Marine Diesel Oil	:	120.3	CBM
Marine Gas Oil	:	121.8	CBM
Fresh Water	:	210.0	CBM
Ballast Water	:	12661.5	CBM

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## MACHINERY

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Main Engine	:	HMM, MAN B&W 6S60ME - C8.2 Tier II / 13,000 kW/ 105 RPM
Auxiliary Engines	:	4 x Anging-Daihatsu type 6DK- 28e (3 x 1,710 kW/ 720 RPM each & 1 x 1,510 kW/720 RPM) directly coupled to generators of 450V, 60Hz each
Emergency	:	1 x emergency generator of 253kW / 1800 RPM
Bow Thruster	:	TCT-185/1 x 1,000 kW CPP

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## SPEED AND CONSUMPTION

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### At Sea

Below speed and daily consumption figures are for **the Main Engine only** and basis the vessel's **design draft of 8.50 m.**

About 19.0 kn on abt 48 mt IFO 380 CST  
About 18.0 kn on abt 39 mt IFO 380 CST  
About 17.0 kn on abt 32 mt IFO 380 CST  
About 16.0 kn on abt 27 mt IFO 380 CST  
About 15.0 kn on abt 23 mt IFO 380 CST  
About 14.0 kn on abt 18 mt IFO 380 CST

For the above plus abt 3.50 mt per day IFO 380 CST for the auxilliary engines basis no reefers connected.

When reefer containers are connected there will be an additional consumption for the reefer plugs used of fuel oil (IFO 380 CST) abt 0.5 mt per day per 10 reefer TEUs.

During entering/ leaving port vessel is using 2 diesel generators as required for safe navigation. If Bow Thruster is used, then 3 generators are required.

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## In Port

**Idle:** abt 3.50 mt IFO 380 CST per day plus for the boiler abt 2 mt IFO 380 CST per day depending on trading area and season.

**Working Cargo:** abt 5.0 mt IFO 380 CST per day. When reefers are to be maintained in port then this figure will be plus abt 0.5 mt per day per 10 reefer TEUs.

All the above figures are basis "about" and given for information only and based on good weather conditions and smooth sea, maximum beaufort force 2 and maximum douglas sea state 2, on even keel in deep and currentless water with a clean hull/bottom and a maximum sea temperature of 28 degrees celcius.

Vessel's continuous speed is not to be less than 14 knots (ECO SPEED) otherwise the vessel will have to proceed at higher speed for at least one hour every day in order to clean up the TC system.

## Vessel to be bunkered with bunkers complying with following specs:

VLSFO RM / ULSFO RM in strict accordance with ISO 8217:2017 and in accordance with *ISO/PAS 23263:2019*. Can burn according to ISO 8217:2010(E) and statutory requirements if required.

ULSFO DM in strict accordance with ISO 8217:2017 and in accordance with *ISO/PAS 23263:2019*. Can burn according to 8217:2010(E) and statutory requirements if required.

Should the a.m. fuels not be available, any alternative supply is always subject to Owners' prior approval, however, notwithstanding the aforesaid, bunker specification always to meet ISO fuel standard 8217:2017 (and as amended from time to time).

Charterers are to supply suitable fuel to enable main propulsion and auxiliary machinery to operate efficiently and without harmful effects. Fuels to be mineral based products and shall not contain waste lubricants (ULO), chemicals and/or any other harmful substances and shall be of homogenous and stable nature. They shall be in accordance with MARPOL 73/78 ANNEX VI regulations and alterations as and when in force. Exception: when trading EU countries/EU territorial waters, the bunker specifications additionally to be in line with the EU regulations. Sludge quantities not to count as fuel consumed.

Sulphur content and related requirements are to meet revised MARPOL Annex VI standards (as amended from time to time) and are to be incorporated in this description and BIMCO 2020 Marine Fuel Sulphur Content Clause for Time Charter Parties to form part of the Charter Party.

Charterers shall ensure that fresh bunkers are supplied to the vessel in good time before the previous bunkers are exhausted. During bunkering, samples will be taken for the purpose of obtaining a preliminary determination of whether the bunkers supplied comply with the agreed bunker specifications as set out above. These samples will be taken in accordance with MARPOL annex VI Guidelines for sample taking and analysed. The vessel shall not be obliged to burn bunkers until the results of the analysis are received by Owners confirming that the bunkers supplied conform with the agreed Bunker Specifications set out above. Time spent awaiting the results of the analysis shall be for Charterer's account.

Vessel will participate in a fuel quality testing program. Samples will be taken during each bunkering as described above. Charterers will participate with USD 300.00 per analysed sample in this program and owners will share the test results with charterers.

It is expressly agreed that the results of the above analysis are of limited scope and intended to be preliminary only. Owners retain the right to a full analysis of those samples taken during bunkering, pursuant to the BIMCO Bunker Quality Control Clause for Time Chartering in the case of any dispute as to whether the bunkers conform to the agreed Bunker Specifications as set out above or are otherwise unsuitable for burning in the Vessel's engines or auxiliaries.

Sludge removal to be for charterers account and time.

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