



## General Information

Vessel Name	MV Bardu
Crew From	The Philippines and Romania Fully ITF
Design / Type	EcoFlex25 / Geared Cellular Container Vessel
Delivered	7 March 2014
Builder	Jiangsu Yangzijiang Shipbuilding Co., Ltd, China - Jiangsu New Shipyard
Class/Regulations	GL / 100 A5 E Container Ship, IW, NAV-O, DG, RSD, BWM-D2+MC E AUT
Flag	Marshall Islands, port of Majuro
IMO No. Call Sign	9504592 / 9504607 V7CS9 / V7CR2
Container Intake at Scantling draft	2,546 TEU (units 20' × 8' × 8'6") 1,982 TEU of 12 mt homogeneous laden 1,868 TEU of 14 mt homogeneous laden 1,730 TEU of 16 mt homogeneous laden 1,610 TEU of 18 mt homogeneous laden
Gear	3 deck cranes (Macgregor/Cargotec electro-hydraulic single jib) Loading capacity at 25 m outreach: 45 mt Loading capacity at 28 m outreach: 40 mt Loading capacity at 29.6 / 30.3 m outreach: 36 mt
Reefer Plugs	536 reefer plugs (440 Volts, 60 cycles, 3 phases) 348 reefer plugs fitted on deck 188 reefer plugs fitted in holds Remote reefer control system
Flexibility	Can accommodate containers of following dimensions: 20' / 40' / 45' / HC
Propulsion	Fixed propeller (max output at 104 rpm) Bowthruster of 1,100 kW CPP

# Size and Displacement

International GT / NT	26,404 GT / 12,999 NT	
Deadweight / Draft	34,000 mt at 11.6 m (scantling draft) 26,700 mt at 10.1 m (design draft)	
Displacement (TPC)	52.13 mt/cm (at 11.6 m)	
Dimensions	Length Over All (LOA)	208.90 m
	Length between PP (LBP)	196.90 m
	Breadth (mld)	29.80 m
	Depth (mld)	16.40 m
	Air Draft	46.72 m (at ballast condition)

# Engine and Fuel

Main Engine	Man 6K80ME-C6, MCR: 21,660 kW at 104 rpm
Auxiliaries	2 × MAN type 8L21/31 (Engine power - 1,760 kw, generator output: 1,520 kW) 2 × MAN type 9L21/31 (Engine power - 1,980 kw, generator output: 1,710 kW)☐
Speed / Consumption	About 18 kts on design draft of 10.1 m on a M.E. consumption of about 37.9 mt RMG 380 About 18 kts on scantling draft of 11.6 m on a M.E. consumption of about 46.5 mt RMG 380  <i>Above figures are based on good weather conditions and smooth sea maximum Beaufort 2 and maximum Douglas Sea State 2, on even keel in deep water with clean bottom and running at water depth 7-8 times vessel's draft, maximum sea temperature 32 degrees Celsius.</i>

Slowsteaming	Scantling Draft 11.6 m		Design Draft 10.1 m		
	Speed (Kts)	MCR	FOC Main Engine	MCR	FOC Main Engine
	Abt 12.0	13,0 %	13.3 mt	11,0 %	11.0 mt
	Abt 14.0	21,0 %	20.9 mt	17,0 %	16.8 mt
	Abt 16.0	33,0 %	31.3 mt	26,0 %	25.1 mt
	Abt 18.0	50,0 %	46.5 mt	40,0 %	37.9 mt
	Abt 20.0	76,0 %	71.0 mt	60,0 %	55.2 mt
	Abt 20.5			66,0 %	62.0 mt
	Abt 21.0	94,0 %	90.4 mt	73,0 %	68.5 mt
	Abt 22.0			88,0 %	84.0 mt

*Above combinations all "about" and without guarantee*

Super Slow Steaming	Vessel fit for Super Slow Steaming down to 10% MCR	
Consumption Aux. Engines	At sea:	abt 5 mt per day RMG 380 without reefer containers connected
	In port:	abt 3 mt per day RMG 380 when idle abt 6 mt per day RMG 380 when working 3 cranes
	At sea/in port:	plus abt 0.285 per day RMG 380 per 10 reefer containers connected on deck plus abt 0.36 per day RMG 380 per 10 reefer containers connected in holds plus abt 3.58 per day RMG 380 when using boiler

Fuel Quality	HFO: RMG 380	ISO Standard 8217:2005, latest standard always to apply Lower Calorific Value of 40.700 kJ/Kg fuel
	MDO: DMB	ISO Standard 8217:2005, latest standard always to apply

## Hold & Hatches

Number Of Holds / Hatches	5 / 10
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Type Of Hatchcover      The hatches covered by weather tight, three panel steel pontoon covers with longitudinal running cover joint except for hatch No. 1 and 2, where two pontoon covers are provided. Non-sequence of opening/closing of hatch covers are provided.

Weight Of Hatchcover:	Hatch No. 1	(Port / Starboard)	= 25 mts / 25 mts
	Hatch No. 2	(Port / Starboard)	= 31 mts / 31 mts
	Hatch No. 3	(Port / Centre / Starboard)	= 26 mts / 35 mts / 26 mts
	Hatch No. 4	(Port / Centre / Starboard)	= 27 mts / 35 mts / 27 mts
	Hatch No. 5-10	(Port / Centre / Starboard)	= 26 mts / 35 mts / 26 mts

Cargo Holds / Hatches	No. 1	One hatch	abt 12,640 × 15,378 mm
	No. 2	One hatch	abt 12,640 × 20,354 mm
	No. 3-10	One hatch	abt 12,640 × 25,350 mm

Stack Loads		20' units	40' units
	Tanktop	156 mt	180 mt
	Weather Deck	80 mt	100 mt
	Hatches 1-2	60 mt	90 mt
	Hatches 3-10	80 mt	100 mt

Container Fittings      Fully cellularized in holds for 20'/40' units, fitted with loose lashings for 20'/40'/45' units  
Owners confirm vessel is fully fitted for compliance to OSHA regulations

No. of Tiers of High Cubes	1 under deck without reducing slots (except for Bay 2)
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## Tanks & Pumps

Ballast Water Treatment	500 m <sup>3</sup> /h (Boll & Kirch filter - Optimarin Ballast System - UV based, double treatment)
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Heeling System      Antiheeling installation pump capacity 600 m<sup>3</sup> per hour

Tank Capacities	Ballast water	9,721 m <sup>3</sup>
	Fresh Water	200 m <sup>3</sup>
	HF 0.975t / M <sup>3</sup>	2,500 m <sup>3</sup>
	Lub Oil	180 m <sup>3</sup>
	Sludge / Drains	95 m <sup>3</sup>
	Diesel	430 m <sup>3</sup>