TC Description M.V. 'H A N N I'
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call sign: D A M W
imo no. : 9188506
single screw container vessel with poop and forecastle
measurement: abt. gt 5056/ abt. nt 2530
german flag - built oct 1998
deadweight all told and trial speed:
abt. 6,850 tdw at max. draught of abt. 7,10 m
speed abt. 17.5 knots at a design draught of abt. 6.40 m
class: germ. lloyd + 100 a5 e3 'containership' 'solas ii-2, reg. 54'
('strengthened for heavy cargo' only in certificate)
+ mc e3 aut
engine and bridge aft
length over all abt. 117.90 m
length between perp. abt. 108.00 m
breadth moulded abt. 17.90 m
depth abt. 9.20 m
draught max. abt. 7.10 m
draught design abt. 6.40 m
water ballast max. abt. 2,170 mtons
freshwater max. abt. 97 mtons
bunkers (green ship-opt) abt. 360 mtons ifo
bunkers max. abt. 497 mtons ifo
abt. 145 mtons gasoil
vessel is electrically ventilated/ 6-fold air changes/h (hatch i-iii)
based on empty holds.
container intake:
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in hatch i 24 teu (3 tiers of 9'6" + 1 tier of 8'6")
in hatch ii 138 teu (3 tiers of 9'6")
on deck 496 teu (up to 7 tiers)
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total 658 teu
alternatively:
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in hatches 78 feu + 6 teu
on deck 214 feu + 68 teu
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total 292 feu + 74 teu
vessel able to load 20', 24'6", 30' and 45'- containers with
over-breadth up to 2,595 mm on deck.
container intakes always subject vessel's stability, trim,
strength, regulations of visibility, permissible weights
and at master's discretion
stack weights - point loads:
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in hatch i (aft part) 96 t per 20' stack
in hatch i 136 t per 30'/40' and 45' stack
in hatch ii + iii 84 t per 20' and 24.5' stack
114 t per 30'/40' and 45' stack

on hatches 50 t per 20'/24'6" and 30' stack
70 t per 20' outer rows stack
80 t per 40'/45' stack
in front of bridge 80 t per 20'/24'6" and 30' stack
100 t per 40' and 45' stack
(without consideration of lashing material
strength)
in front of hatch i 45 t per 20' and 30' stack
80 t per 40' and 45' stack
tank-top-uniform loads:
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in general strengthened for heavy cargo resp. 9 t/m2 uniform load
further strengthening of tank-top in the aft 40'-compartment of
cargo hold no. ii for 14.5 t/m2 uniform load.
cell guides in holds for 40' units, able to load 2 x 20' units in
each 40' section suitable in general for 4 x 2.50 m and 2 x 2.595 m
wide containers.
cell guides for 2.50 m wide containers in front of deckhouse, aft of
hatch no. iii and in way of the breakwater to minimize the lashing
work.
a total of 102 reefer plugs, 24 in holds and 78 on deck, 400 v / 50
c.p.s. / 3 phases.
3 holds / 3 hatches - hydraulic operated steel hatch covers.
a-60 insulation of 1st deck above engine room to enable the
transport of dangerous goods according to the regulations of the
imdg-code.
hatch 1 : 12.66 m x 10.42 m
hatch ii + iii: 25.10.m x 15.52 m each
40' sections can be handled separately/independently
stability conditions: acc. to international damage stability criteria
abt. 335 teu at 12 t
abt. 333 teu at 14 t
abt. 308 teu at 16 t
abt. 292 teu at 18 t
abt. 278 teu at 20 t
abt. 386 teu at 14 t average
vessel able to carry dangerous goods on deck and in holds according
to solas regulation ii-2, reg. 54. on deck the stowage of all
imo-classes of dangerous goods to be permissible.
in hatches i, ii and iii the stowage of imo-classes 1.4s, 2, 3, 4,
5.1, 6.1, 8 and 9 of dangerous goods to be permissible.
explosion proof: temperature class t4, explosion group iic
(illumination iib).
in front of deckhouse the stowage of dangerous goods according to
the imdg-code to be permissible.
speed / consumption on design draught 6.40 m - vessel on even keel
-. smooth weather (bf2) - without feeding reefers
abt. 16.0 kn/abt. 16.1 t if-180
abt. 16.5 kn/abt. 21.9 t if-180
abt. 17.0 kn/abt. 25.6 t if-180
speed / consumption service condition with 200 kw shaftgenerator

incl - even keel - smooth weather (bf2) - without feeding reefers
abt. 16.o kn/abt. 19.2 t if-180
abt. 16.5 kn/abt. 23.5 t if-180
abt. 17.0 kn/abt. 27.2 t if-180
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above consumptions is given with shaft generator connected but
excluding reefers containers and always basis even keel and no
negative influence by currents, swell and or tidal streams. figure
ios subject to good weather conditions i.e. windforce not exceeding
bft 2 - evidence of weather conditions to be taken fromvessels deck
logs only.
engine: man b+w 8L 40/54
main engine nox-reduced according to imo requirements
with reduction gear MCR 5760KW/514 RPM fuel if 180 cst
c.p. propeller and shaft generator of 1060 kva
2 diesel generators sets, caterpillar
type 3408 DI-TA / 3412 DI-TA: 340 KW/515 KW -
consuming gasoil
1 emergency dieselö generator set of 47 kw
consuming gasoil
charterers to supply bunkers from 1a-bunker suppliers
accordance with iso fuel standard 8217 dis 1996 =rme 25= for if180
resp. =dma= for gasoil
bow thruster abt. 550 kw.
all details are 'about'