The vessel is designed for unrestricted class notation suitable to carry grain cargo, ore cargo and containers in holds and on upper deck. Propelling machinery, accommodation for a complement of 36 persons and navigation spaces are located aft. The hull is divided into seven cargo holds, hull structure laid out for heavy cargoes, such as ore and in holds No. 2, 4, 6 containers.

Provisions

- Heavy fuel oil: 2,029 m³
- Diesel fuel oil: 262 m³
- Lubrication oil: 104 m³
- Fresh water: 483 m³
- Ballast water: 35,441 m³
- HFO consumption of M.E.: 44 t / 24 hours
- Crew complement: 36

Cargoe equipment

- Hatch covers:
  - No. 1: 12,438 x 13,460 m
  - No. 2, 4 & 6: 29,038 x 18,480 m
  - No. 3, 5 & 7: 14,938 x 18,480 m
  - Covers on hatches No. 1, 3, 5 & 7 folding type
  - Covers on the hatches No. 2, 4 & 6 piggy back type

Steam plant

- One boiler, oil fired, 6.5 bar, cap. 2 t/h steam.
- One exhaust gas boiler, 6.5 bar, cap. 1.5 t/h steam.

Auxiliary engines plant

- Two el. gen. sets, 60 cycles, 600 kW D.M. driven each.
- One el. gen. set, 60 cycles, 350 kW D.M. driven.
- One emergency generator / 60 cycles, 150 kW, D.M. driven.

Classification:

- DNV; W1A1, Bulk/Container Carrier, ED, Ice Class C, HC, with notation: Holds 2, 4, 6 may be empty

Lenght over all: 233.93 m
Length btw perp.: 225.00 m
Breadth moulded: 32.20 m
Depth moulded: 18.59 m
Draught design: 12.83 m
Draught scantling: 13.48 m
Deadweight, at draught 12.83 m: 66,490 t
Deadweight, at draught 13.48 m: 70,940 t
Gross tonnage: 40,003

Main engine:

- 3. MAJ - SULZER 4 RLA 90
  - MCR: 10,000 kW / 90 rpm
  - Trial speed, at draught 12.83 m and 9,000 kW: 14.85 knots

Cargo holds capacities (grain): 84,895 m³
Container (20' x 8' x 8'6'') holds (2, 4, 6): 861 TEU
hatch covers and upper deck: 605 TEU
Total: 1,466 TEU

Builder / Yard No.: Shipyard 3. MAJ / 604
Name: m/s CAST CARIBOU
Owner / Flag: Cast Container Ship Ltd. / Barbados
Sister vessels: 605, 619, 621
Designed by: Shipyard 3. MAJ
Delivered: 1981
Handymax Bulk Carrier

51,000 DWT

Single screw diesel engine driven Bulk Carrier with bulbous bow transom stern and forecastle. Living quarters including navigation bridge, engine room with fuel oil tanks on both sides located aft. Double bottom / top side tanks and peak tanks intended for segregated ballast. Cargo space divided into five (5) cargo holds. Hull structure made of mild and higher tensile steel.

Classification: American Bureau of Shipping

- A1 (E) Bulk Carrier, SH, AMS, ACCU, ESP, STRENGTHENED FOR THE CARRIAGE OF HEAVY CARGOES - HOLD NO 2 AND NO 4 MY BE EMPTY, RES, GRAB (30 tons), UWILD

Main dimensions

- Length over all: 189.99 m
- Length between perpendiculars: 182.00 m
- Breadth moulded: 32.24 m
- Depth moulded: 17.00 m
- Design draught: 11.00 m
- Scantling draught: 11.99 m
- Deadweight at design draught: 45,500 t
- Deadweight at summer draught: 50,568 t
- Main engine: Split-MAN-B&W 6S50MC

Selected maximum continuous rating: 8,580 kW/127 rpm

- Trial speed at design draught and 90% SMCR: 15.0 kn
- Main engine daily fuel oil consumption: 29.3 t/day
- Cruising range: 20,000 nm
- Crew complement: 25

Capacities (100%)

- Cargo holds: 64,935 m³
- Ballast tanks: 16,970 m³
- Heavy fuel oil: 2,120 m³
- Diesel: 299 m³
- Fresh drinking and feed water: 265 m³

Painting

- Cargo holds: Epoxy (250 my)
- Cargo hold No 3: Coal tar epoxy (300 my)
- Under water hull and boot topping: Coal tar epoxy + SPC (250 my + 450 my)
- Open deck and exposed superstructure: Epoxy (250 my)

Cargo equipment

- Cargo hatches (weatherlight, hydraulic folding): 20.375 m x 17.8 m
- Cargo hatch No 1: 18.745 m x 16.2 m
- Cargo gears: 4 x 35 t SWL outreach 27 m

Auxiliary engines plant

- Main diesel-threalternators sets: 3 x 680 kW
- Emergency diesel-alternator set: 1 x 175 kW

Heating plant

- Composite boilers: 1 x 1.5/1.0 t/h saturated steam at 6 bar G
**Multipurpose Cargo Vessel**

**22,271 DWT**

<table>
<thead>
<tr>
<th>Builder / Yard No.</th>
<th>Shipyard 3. MAJ / 667</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>m/s TAIXING</td>
</tr>
<tr>
<td>Owner / Flag</td>
<td>Chinese Polish Joint Stock Shipping Company, Shanghai, China / Malta</td>
</tr>
<tr>
<td>Sister vessels</td>
<td>668, 672</td>
</tr>
<tr>
<td>Designed by</td>
<td>Shipyard 3. MAJ</td>
</tr>
<tr>
<td>Delivered</td>
<td>1997</td>
</tr>
</tbody>
</table>

**Classification:**
- LRS:*-100 A1 “Strengthened for heavy cargoes, container cargoes in hold Nos. 1, 2, 3 and 4 also on upper and poop decks and hatch covers” with the descriptive note in column 6 of register book “pt HT steel” *-L-MC, IMS, IMS.
- Equipment as per rules CCS:*-CSA 5/5, with notation “Strengthened for heavy cargoes equipped with container securing arrangements” *-C-SM, AUTO, IMS.

**Lubrication oil:** 76 m³
**Fresh water:** 334 m³
**Ballast water tanks:** 7,393 m³
**Consumption in accordance with ISO standard:** 32.65 t / 24 h
**Crew complement:** 37

*m/s TAIXING is multipurpose cargo liner suitable to carry general cargo, grain, bulk and ore cargo, heavy cargo, vehicles and containers, as well as dangerous cargo, class 3, 4, 5, 6, 8 and as per SOLAS in hold Nos. 1, 2, and 3, only.

Accommodation is located aft, with three decks, forecastle, poop, raked stem, bulbous bow, transom stern and double bottom.

Cargo area comprise opened space on upper deck, space on 2nd deck, space on 3rd deck and space in holds.

Cargo spaces Nos. 2, 3 and 4 comprise twin-decks A twin-deck A and lower hold.
Side tanks for water ballast is arranged in way of Nos. 2, 3 and twin-deck A No. 4 twin-deck B and Nos. 2 and holds.
Deep tanks in cargo area between hold Nos. 2 and 3 is provided for heavy fuel oil.
Main engine is remotely controlled from the engine room control consoles as well as from the wheel-house (bridge control console) and bridge wings.

**Cargo equipment - hatch covers**
- On upper deck: hydraulically operated, watertight, pivot/folding type.
- On 2nd deck: wire operated, non watertight, multifolding type.
- On 3rd deck: wire operated, non watertight, multifolding type

**Deck cranes**
- Two single GL type and one twin TGL type electro-hydraulic deck cranes with cargo hooks.
  - GL 3522 - 25 capacity 343 kN, hoisting speed 44/22 m/min
  - GL 3524 - 25 capacity 343 kN, hoisting speed 44/22 m/min
  - TGL 2528-22 capacity 2 x 245 kN, hoisting speed 54/27 m/min (single), 48/24 m/min (twin)

**Steam plant**
- One vertical oil fired, marine boiler steam capacity 2.0 t/hour of saturated steam, working pressure 8.0 bar.
- One exhaust gas economiser, steam capacity 1.5 t/hour of saturated steam of 8.0 bar.

**Auxiliary engines plant**
- Three sets of main diesel generators total power 870 kW at 900 rpm, generators of 880 kVA, 3 x 450 V, 60 Hz
- One emergency diesel engine of 153 kW at 1,800 rpm.; generator of 150 kVA, 3 x 450 V, 60 Hz

**Lubricants**
- Heavy fuel oil: 1,224 m³
- Diesel fuel oil: 81 m³

**Tonnage**
- Main engine: 3. MAJ - Sulzer RTA 62MCR: 9,500 kW / 109 rpm
- Trial speed at 9,32 m and 85% MCR (8,075 kW) 16.20 knots

**Capacity**
- Twin-decks “A” 14,466 m³ (grain)
- Twin-decks “B” 9,653 m³ (grain)
- Holds 11,485 m³ (bale)
- Total 33,606 m³ (bale)

**Provisions**
- Heavy fuel oil: 1,224 m³
- Diesel fuel oil: 81 m³

**Builder / Yard No.**
- Shipyard 3. MAJ / 667

**Name**
- m/s TAIXING

**Owner / Flag**
- Chinese Polish Joint Stock Shipping Company, Shanghai, China / Malta
The vessel is designed for unrestricted service notation as multipurpose cargo vessel suitable for the carrying and lifting of heavy cargo, timber, containers, paper, general cargoes, bulk cargo such as coal and grain (grab discharge) and certain dangerous cargoes.

The ship is driven by single screw diesel propulsion unit with engine room located aft. It has main deck, three tweendecks, forecastle, poop, raked stem, bulbous bow, transom stern and double bottom.

Accommodation is arranged at the fore part of the vessel on top of the forecastle deck.

The cargo area comprise open space on main deck including poop deck, tweendeck space and space in hold.

In the hold area there are double bottom and side tanks forming a double hull construction utilized for water ballast and FO tanks (no fuel in double bottom).

<table>
<thead>
<tr>
<th>Classification:</th>
<th>LLOYD'S REGISTER</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>-/+ 100 A1 Ice class 1A (Finish)</td>
</tr>
<tr>
<td></td>
<td>“Strengthened for Heavy Cargoes”, “Timber Deck Cargoes”, “Container Cargoes in Hold on Deck and on Upper Deck Hatch Covers”, LA</td>
</tr>
<tr>
<td></td>
<td>-/+ LMC, UMS, IWS, PCDBT, SCM, NAV 1</td>
</tr>
<tr>
<td>Length overall</td>
<td>154.80 m</td>
</tr>
<tr>
<td>Length between perpendiculairs</td>
<td>145.20 m</td>
</tr>
<tr>
<td>Breadth, moulded</td>
<td>26.50 m</td>
</tr>
<tr>
<td>Depth, moulded to upper deck</td>
<td>14.00 m</td>
</tr>
<tr>
<td>Design draught</td>
<td>7.00 m</td>
</tr>
<tr>
<td>Deadweight at design draught (7.0 m)</td>
<td>9,700 t</td>
</tr>
<tr>
<td>Summer draught</td>
<td>9.50 m</td>
</tr>
<tr>
<td>Deadweight at summer draught (9.50 m)</td>
<td>18,680 t</td>
</tr>
<tr>
<td>Main engine</td>
<td>Four stroke diesel-engine</td>
</tr>
<tr>
<td>CMCR</td>
<td>8,775 kW (best) up to 500 min-1</td>
</tr>
<tr>
<td>Trial speed</td>
<td>with 7,460 kW (85% CMCR) at 16.60 knots</td>
</tr>
<tr>
<td>Capacities (100%)</td>
<td></td>
</tr>
<tr>
<td>Cargo hold volume</td>
<td>20,500 m³</td>
</tr>
<tr>
<td>Containers in hold</td>
<td>394 TEU</td>
</tr>
<tr>
<td>Containers on deck</td>
<td>755/855 TEU</td>
</tr>
<tr>
<td>Ballast tanks</td>
<td>9,700 m³</td>
</tr>
<tr>
<td>Heavy fuel oil</td>
<td>1,850 m³</td>
</tr>
<tr>
<td>Diesel oil</td>
<td>320 m³</td>
</tr>
<tr>
<td>Fresh water</td>
<td>205 m³</td>
</tr>
<tr>
<td>Consumption of HFO</td>
<td>34.4 t/day</td>
</tr>
<tr>
<td>Cruising range</td>
<td>20,100 nautical miles</td>
</tr>
<tr>
<td>Crew complement</td>
<td>34 persons</td>
</tr>
<tr>
<td>Cargo equipment</td>
<td></td>
</tr>
<tr>
<td>• Two (2) heavy lift cranes (SWL 800 t each) are installed on the starboard side of the vessel as shown on the general arrangement plan (GAP) and shall be Owner’s supply.</td>
<td></td>
</tr>
<tr>
<td>• Upper deck hatch covers are box type made of steel, folding type, operated by hydraulic cylinders, six (6) panels at each end, two (2) middle panels are of lift away rolling type. In open position hatch covers are stowed fore and aft and can be kept in stowage position also when the vessel is at sea.</td>
<td></td>
</tr>
<tr>
<td>• Tweendeck hatch covers are lift away box type.</td>
<td></td>
</tr>
</tbody>
</table>

Thermal oil system
- One oil fired thermal oil heat exchanger
- One exhaust gas fired thermal oil heat exchanger
- Electric power production
- One PTO generator 1,560 kW/1800 min-1
- Three diesel generator sets, abt. 1,200 kW/900 min-1
- One emergency/harbour diesel generator abt. 375 kW/1800 min-1

Painting
- Cargo holds tank top – ethyl zinc silicate
- Bulkhed in cargo holds - epoxy
- Ballast tanks – epoxy

Builder / Project: Shipyard 3. MAJ / Pr. 2784
Owner / Flag: Big Lift / Netherlands
Designed by: Shipyard 3. MAJ
Multipurpose Dry Cargo Ship

Builder / Yard No.: Shipyard TROGIR / 241, 242, 243
Name: m/s REGSTROV
Owner / Flag: Aurora Holding Ltd. Malta
Sister vessels: 242, 243
Designed by: Shipyard Trogir

Classification: DNV, I1A1, General Cargo Carrier,
HS for C & 0 in B (500 tons);
D-C Regulations: International Convention on Load Line, 1956, with updating resolutions (WW) Resolutions
A.231 (VII), A.320 (IX), A.513 (XIII) and A.514 (XIII)

Capacities
Cargo holds:
Hold No. 1 abt. 1,668 m³
Hold No. 2 abt. 4,496 m³
Hold No. 3 abt. 4,496 m³
Totally holds 224 TEU

On hatch covers
No. 112 (8.5 ft height only)
No. 253 (45 of 8.5 ft, 36 of 9.5 ft)
No. 378 (51 of 8.5 ft, 54 of 9.5 ft)

On main deck between holds 2A36
(8.5 ft height)

Size of holds/hatches and disposition of container’s supports to suit for 20 ft wide containers (OSO) and for 2.5 m wide containers (EURO) as well.
The weather deck hatch covers of folding/multifolding type, hydraulically operated with external cylinders.

Hatch covers
Hold No. 1.
Clear opening: 12.8 m x 10.4 m (length x breadth).
Hold No. 2 and 3.
Clear opening: 25.4 m x 15.4 m (length x breadth).

Cargo handled with two electrically driven deck cranes fitted port side on upper deck, lifting capacity 150 kN at 24 and 30 m outreach.
The deck machinery electrically powered.

Accommodation arranged for a complement of 14 persons, plus one pilot cabin.
General Cargo / Container Carrier

5,150 DWT

The vessel is designed to carry the following:
- general cargo containers in cargo hold and heavy cargo on tank top.
- Single screw, diesel engine driven vessel with bulbous bow, transom stern, forecastle deck, accommodation and engine skin, built in longitudinal framing system.

- Designed loads:
  - Hatch covers on main deck: 20’ 35 t/stack, 40’ 43 t/stack
  - Tank top (cargo hold): 20’ 60 t/stack, 40’ 90 t/stack
  - Tank top reinforced for uniform load: 10 t/m

- Cargo equipment:
  - Hatch covers on main deck: 110 steel pontons, crane operated.
  - Cargo gear: 2 electro-hydraulic deck cranes mounted on starboard side, capacity of each 36 t/24 m.
  - Anti-heeling tanks with high capacity pump of 120 t.

- Steam plant:
  - One oil fired boiler 1 t/h working pressure 7 bar.

- Auxiliary engines plant:
  - Two el. Generators 320 kW/1,500 rpm.
  - One emergency el generator 74 kVA.
  - One shaft generator 680 kVA.

Main characteristics

- Length over all: 101.00 m
- Length bte perp.: 93.78 m
- Breadth moulded: 16.80 m
- Depth moulded: 8.00 m
- Draught scanning/design: 6.20 m/6.10 m
- Deadweight, at draught of 6.10 m: 5,150 t
- Gross tonnage: 4,124
- Main engine: WARTSILA WICHMANN 12 V 32 D
- MCR: 4,500 kW/750 rpm
- Trial speed, 100% MCR, draught of 6,10 m: 15.50 knots

Capacities

- One cargo hold: 63.7 m x 13.5 m size with grain capacity: abt. 260,000 m³
- Cargo hold in three row: 142 TEU
- Hatch covers in four rows: 274 TEU
- Hatch covers in five row partly: 20 TEU
- Total: 436 TEU
- Plugs for reefer containers: 30 pcs.
- Free height in cargo hold will be 8.50 m

Provisions

- Heavy fuel oil: 270 t
- Diesel fuel oil: 70 t
- Fresh water: 70 t
- Ballast water: 1,750 m³
- M.E. HFO Consumption at 85% MCR: 19.00 t/day
- Cruising range: 5,000 n.m.
- Crew complement: 14 persons

Classification: DNV; I-1A1, Ice 1A, EO, HC, GENERAL CARGO/CONTAINER CARRIER

Designed by: Shipyard KRALJEVICA
Project No.: 500 055
Multipurpose Cargo Vessel

1,750 DWT

Builder / Yard No.: Shipyard KRALJEVICA / 537, 538
Name: MOKOŠICA, ŠIPAN
Owners / Flag: Atlantska Plovidba, Dubrovnik, Croatia
Project: SP-033-101-101
Designed by: Shipyard Kraljevica
Delivered: 2006 – 2007

Classification: Croatian Registry of Shipping
(W-100A1 1 General cargo ship HCS
CON 5-5-M AUT 1)
Bureau Veritas (HULL MACH AUT
-UMS, General cargo ship-Heavy cargo, Equipped for carriage of containers,
Unrestricted navigation)

Main characteristics
- Loa: 67.1 m
- Lbp: 62.7 m
- B(moulded): 12.4 m
- D(moulded to main deck): 6.1 m
- Design draught: 4.35 m
- Scantling draught: 4.50 m
- Deadweight at design draught: 1,650 m.t.
- Deadweight at scantling draught: 1,750 m.t.
- Gross tonnage: 1,651

Service speed at design draught at 85% MCR with sea margin of 15% and shaft generator in service: 10.4 knots

Machinery main components
Main engine: 1 medium speed four-stroke marine main engine for the vessel propulsion will be installed. Engine will be able to burn heavy fuel oil RME25 or RMG 35 acc. to standard ISO 8217 (90 F with viscosity 180-380 cSt/50°C). Main engine to be environmentally running on HFO. Fuel consumption will be acc. to makers specification depending of the selected maker abt. 190 g/kWh with 5% tolerance without build-on pumps.
M.C.R: 1,400 kW at 1,000 r.p.m.
Electric power plant: Two Marine Auxiliary Generator will be installed
Rating: 325 kW at 1,500 r/min
Fuel: RMA 10
Emergency diesel generator Type: Marine Emergency Generator Set
Generator size: approx 105 kVA

Capacities
- Container capacity: Containers in cargo hold 44 TEU
- Total containers (max.): 102 TEU
- Reefer sockets: 20 TEU
- Cubic capacity (100 % volume) of cargo hold: 2,500 m³
- Diesel oil tanks: 57 m³
- Heavy fuel oil tanks: 125 m³
- Water ballast tanks: 1,050 m³
- Lubricating oil tanks: 6 m³

Main characteristics
- Container capacity: Containers in cargo hold 44 TEU
- Total containers (max.): 102 TEU
- Reefer sockets: 20 TEU
- Cubic capacity (100 % volume) of cargo hold: 2,500 m³
- Diesel oil tanks: 57 m³
- Heavy fuel oil tanks: 125 m³
- Water ballast tanks: 1,050 m³
- Lubricating oil tanks: 6 m³

Capacities
- Container capacity: Containers in cargo hold 44 TEU
- Total containers (max.): 102 TEU
- Reefer sockets: 20 TEU
- Cubic capacity (100 % volume) of cargo hold: 2,500 m³
- Diesel oil tanks: 57 m³
- Heavy fuel oil tanks: 125 m³
- Water ballast tanks: 1,050 m³
- Lubricating oil tanks: 6 m³