

Container Vessel

2,259 TEU

Builder / Yard No.: Shipyard 3. MAJ / 665
 Name: m/s ZRIN
 Owner / Flag: Kaiser Navigation Corp. / Liberia
 Sister vessels: 664, 666
 Designed by: Shipyard 3. MAJ
 Delivered: 1994



The vessel is designed for world wide service as container vessel suitable to carry standard and reefer containers in holds and on upper deck.
 The vessel is designed for transportation of ISO standard containers of 20' x 8' x 8'6" or 40' x 8' x 8'6".

Classification: BV; I 3/3 E, +I Container Ship, Deep Sea, AUT, PORT

Lenght over all	201.41 m
Length btw perp.	189.00 m
Breadth moulded	32.24 m
Depth moulded	18.69 m
Draught design	11.02 m
Draught scantling	11.82 m
Deadweight, at draught of 11.0 m	30,887 t
Deadweight, at draught of 11.8 m	35,071 t

Main engine: 3. MAJ - SULZER	6 RTA 72
MCR:	16,440 kW / 94 rpm
Trial speed, 85% MCR at draught of 11.02 m	19.33 knots

Capacities

Containers (20' x 8' x 8'6"):	1,018 TEU
hatch covers upper deck	1,241 TEU
Total	2,259 TEU

Provisions

Heavy fuel oil	3,333 m ³
Diesel fuel oil	222 m ³
Lubrication oil	159 m ³
Fresh water	445 m ³

Ballast water	10,762 m ³
HFO consumption of M.E.	56.3 t / 24 hours
Crew complement	30
Reefer sockets:	138 reefer sockets in hold No. 3 and 162 reefer sockets on deck

Cargo equipment

- Hatch covers:

Nos. 1 & 2	central	13.40 x 10.70 m
	side	13.40 x 5.54 m
Nos. 3, 4 & 5	central	13.40 x 10.70 m
	side	13.40 x 8.29 m
- Four electro-hydraulic single deck cranes of 392 kN SWL at 32 m.

Container lashing

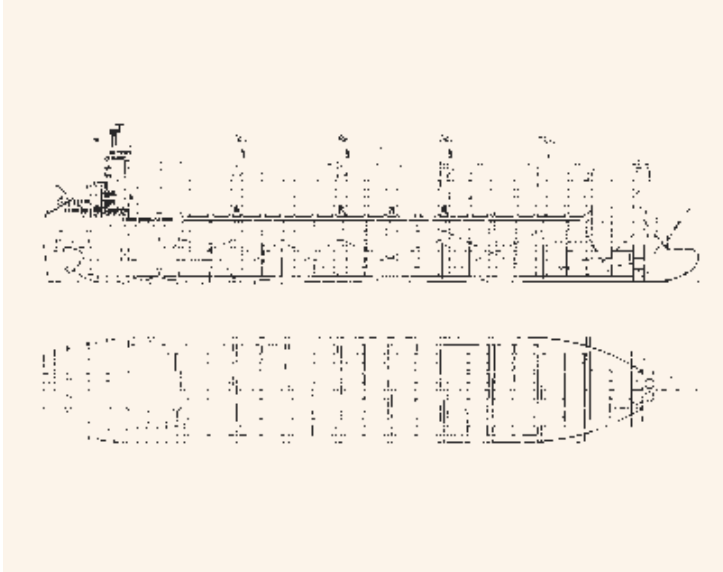
- Fixed cellular guides.
- Removable cellular guides for 20' cont.
- Fixed lashing equipment on hatches.

Steam plant

- One vertical fired boiler, 7 bar, cap. 2 t/h steam.
- One exhaust gas economizer, 7 bar, cap. 2 t/h steam.

Auxiliary engines plant

- Four el. gen. sets, 60 cycles, 1,350 kVA D.M.driven each.
- One emergency el. generator / 60 cycles, 220 kVA, D.M. driven.



Reefer / Container Ship

600,000 CU.FT

Builder / Yard No.: Shipyard BRODOSPLIT / 404
 Name: m/s LADY KORČULA
 Owner / Flag: Lady Navigation Inc. / Liberia
 Sister vessel: 403
 Delivered: 2002



Single screw diesel engine driven Reefer / Container Vessel with bulbous bow, transom stern and long forecastle. Living quarters including navigation bridge and engine room located aft. Double bottom / double side tanks and peak tanks intended for segregated ballast. Cargo space divided into four (4) holds and eight (8) refrigerating compartments with separate air cooling. Structural steel and profiles made of mild steel.
 Intended cargoes: frozen meat, fruit include banana, palletised cargo, containers.

Classification: LR; +100 A1, +LMC, UMS, +RMC, (CA), LI, SCM

Length over all	155.25 m
Length btw perp	146.00 m
Breadth moulded	23.40 m
Depth moulded	13.20 m
Draught design	7.80 m
Draught scantling	9.50 m
Deadweight at design draught	8,500 t
Deadweight at scant. draught	12,800 t
Main engine:	BRODOSPLIT -MAN-B&W 7L60MC
SMCR	13,440 kW / 123 rpm
Trial speed at 90% SMCR, on design draught	21.6 knots
Reefer plugs	88 pcs.

Capacities

Cargo holds, bale	16,713 m ³
Segregated ballast tanks	2,407 m ³

Provisions

Heavy fuel oil	1,657 m ³
Diesel fuel oil	122 m ³
Fresh water	170 m ³

Main engine consumption:	49.9 t/day
Cruising range	16,000 nm
Crew complement	25

Painting

- Cargo holds - Bitumenous
- Water ballast tanks - Coal tar epoxy
- Under water hull - Coal tar epoxy + SPC
- Deck and exposed superstr. - epoxy

Cargo equipment

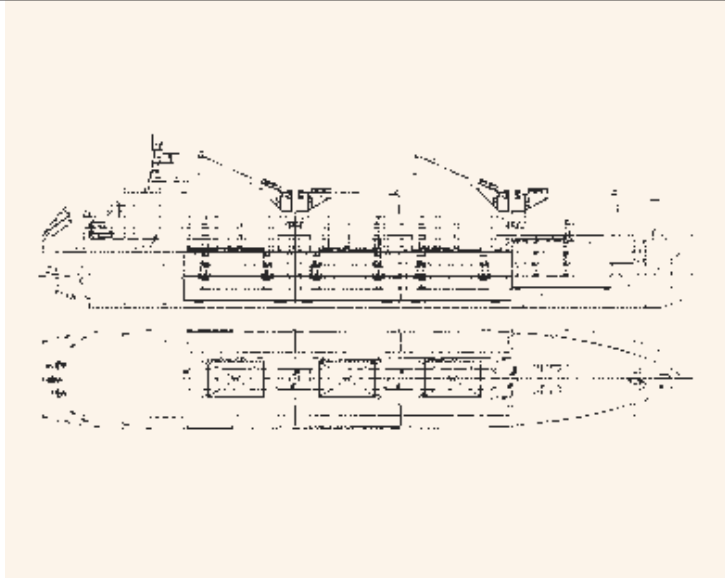
- Cargo hatch No. 1 6.16 x 6.30 m
- Cargo hatches Nos. 2-4 12.82 x 8.00 m
- Cargo gears 2 x twin 20 t
- Cargo holds: 16 compartments, 8 independent cooling zones. Al-gratings on tanks top and all decks.
- Refrig. Plant: R22 indirect expansion system at primary refrigerant and brine (CaCl₂) as secondary fluid.

Auxiliary engines plant

- Four diesel-generator sets, 1,280 kW, 900 rpm, 60 Hz
- One emergency generator, 96 kW, 1,080 rpm, 60 Hz

Heating plant

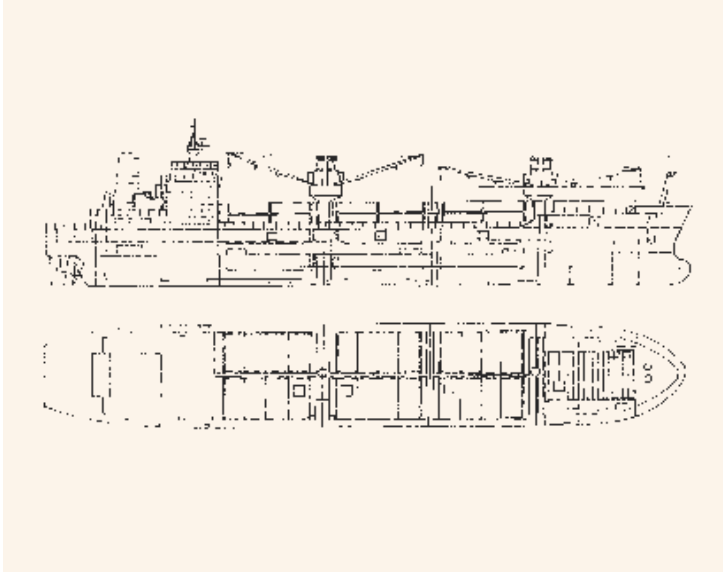
- One composite oil fired boiler oil fired section capacity 2.3 t/h, economizer section 1.5 t/h.



Reefer / Container Ship

430,000 CU.FT / 250 TEU

Builder / Yard No.: Shipyard BRODOSPLIT / 363
 Name: m/s ATLANTIC FRIGO
 Owner / Flag: Fresh Water Marine Inc. / Panama
 Sister ship: Yard 364
 Delivered: 1989, 1990



Single screw fast refrigerated vessel for world trade suitable for transport of frozen meat, fish, bananas, other tropical fruit cargoes and containers as well.
 The vessel has four (4) continuous decks and forecastle.

Classification: LRS; ±100 A1, ±LMC ±RMC (-28°C),
 UMS, HR; ±100 A1-1-HL-At
 ±M1-AUT1 R +.

Length over all 143.00 m
 Length btw perp. 136.00 m
 Breadth moulded 22.50 m
 Depth moulded-main deck 13.20 m
 Draught, design / scantling 7.20/9.15 m
 Corresponding deadweight 6,160/11,000 tons
 Gross tonnage abt. 10,370

Main engine: BRODOSPLIT-MAN-B&W 6L60MC
 SMCR 8,340 kW/117 rpm
 Trial speed at 85% MCR and draft of 7.2 m 19.5 knots

Capacities

Cargo holds 12,000 m³
 Containers, total 250 TEU
 Flooring useful area 5,250 m²

Provisions

Heavy fuel oil 1,320 m³
 Diesel fuel oil 55 m³
 Lubrication oil 80 m³
 Fresh/feed water 210 m³

Ballast water tanks: 1,860 m³
 Cruising range at 85% MCR 20,000 n.m
 M.E. daily fuel oil consumption 27.5 tons
 Crew complement 28

Cargo hatch covers and handling equipment

The hatch covers on weather deck are of folding hydraulically driven type except in way of hold No. 1 which is of vertical stacking hydraulically driven type.
 Banana hatch 2.5 x 2.5 m also provided. Loading of covers 1,75 t/ m² and / or two tiers of TEU/FEU containers (3 tiers height with empty containers except in way of No. 1).
 The tweendeck hatch covers suitable for this type of vessel and provided with banana hatches. The covers are of electric sliding or stacking type.
 Four (4) side loading doors provided on port side.
 Two twin electro-hydraulic cranes 2x160 kN SWL
 The cranes in twin operations have 320 kN SWL

Cargo refrigerating plant

The cargo refrigerating plant designed for Freon 22 direct expansion employing individual cooler/fan assemblies in the fan level for each hold. The machinery to have ample capacity for maintaining the lowest temperature of -28°C in all spaces, or higher temperature for fruit chilled goods up to +12.5° C during tropical conditions at an ambient temperature of 40°C and sea water temperature of 32° C.
 Ductless air circulation system is provided with an air flow in ship's longitudinal direction.
 The installation consists of 4 screw compressor units fully automatic.

Steam plant

- One oil fired boiler of 1.7 t/h at 6 bar.
- One exh. gas economizer of 1.3 t/h at 6 bar.

Auxiliary engines plant

- Four el. gen. sets, 60 cycles, 780 kW D.M. driven each.
- One emergency diesel generator 100 kW, 60 cycles.

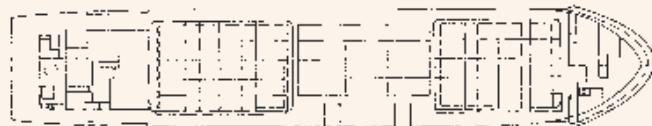
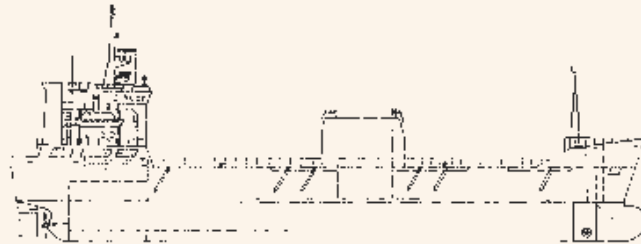
Pallet Carrier

3,400 DWT

Builder / Yard No.: Shipyard KRALJEVICA / 483, 485, 487
 Name: m/s LYSFOSS
 Owner / Flag: Siminsen & Slang A/S, Norway
 Delivered: 1989, 1990, 1991



Significant Ship of 1990
 Ship of the Year 1990



Classification: DNV; ⇆ 1A1, Pallet Carrier, Ice C, EO;
 Rules and Regulations: Solas 1974/81/83; ICLL 1966;
 COLREG 1972; MARPOL 1973/78;
 UMS tonnage 1969;
 NMD (Norwegian Maritime Auth.)

Main characteristics

Length over all	90.00 m
Length btw perp.	82.80 m
Breadth moulded	17.00 m
Depth moulded, maindeck	10.60 m
Depth tweendeck	5.90 m
Draught scantling	5.85 m
Deadweight, at draught 5.85 m	3,400 t
Gross tonnage	3,900
Net tonnage	2,400
Main engine:	Wartsila 6R 32E
MCR	2,460 kW/750 rpm
Trial speed	13 knots

Capacities

Cargo holds	7,400 m ³
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Containers

Main deck	20 FEU + TEU or 46 TEU
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Provisions

Heavy fuel oil	215 m ³
Diesel fuel oil	58 m ³
Lubrication oil	10 m ³
Fresh water	65 m ³
Ballast water	1,500 m ³
Consumption HFO at M.E. CSR	11.5 t/24 hours
Cruising range (speed 12.3 kts, 200 t HFO)	6,000 n.m.
Crew complement	8

The LYSFOSS is general cargo, paper and containers carrier, with single screw, twin deck, two cargo holds, and high manoeuvring possibilities, equipped as follows:

- 2 x 2 pairs of flush folding covers on each of two hatches
- One side door
- Two pallet lifts
- Forklifts and lashing fittings
- One bow thruster, CP

Auxiliary plant

- One shaft generator, 50 cycles, 680 kVA
- Two el. Gen. Sets, 50 cycles, 360 kVA D.M. driven each.

General Cargo / Container Carrier

REEFERS/CONTAINERS

5,700 DWT

Builder / Yard No.: Shipyard KRALJEVICA, Croatia / 489, 490
 Name: m/v STELLA PACIFIC & m/v STELLA ADRIATIC
 Owner / Flag: LIDO BULKERS AB - Skarhamn - Sweden
 Delivered: 1992 / 1993



Classification: DNV; +-1A1 - ICE 1 A.E.O.HC. FIN/SW/ICE Class 1A
 General cargo/container carrier

Main characteristics

Length over all: 104.40 m
 Length between p.p.: 96.32 m
 Breadth moulded: 16.20 m
 Depth to upper deck: 8.00 m
 Depth to poop deck: 10.50 m
 Draught designed: 6.40 m
 Gross Tonnage: 4,081
 Net Tonnage: 2,161
 Deadweight: 5,700 DWT
 Number of holds: 1
 Number of propeller: 1 CPP class + A1 ICE 1 A
 Building material: Steel
 Type of engine: WARTSILA type 8R 32D 750 RPM
 Power of engine: 3,000 KW MCR
 Trial speed: 13 knots

Capacities

- cargo hold 6,850 c.u.m.

Containers

- above deck 138 TEU
 - in cargo hold 249 TEU

Provisions

- heavy fuel oil 357 c.u.m.
 - diesel fuel oil 90 c.u.m.
 - lubrication oil 13 c.u.m.
 - fresh water 112 c.u.m.
 - balast water 2,595 c.u.m.
 - consumption HFO 13,3 t/day
 - crew complement 12 persons

The "STELLA PACIFIC" is a general cargo, container carrier with a single screw, semi cargo hold and high maneuvering possibilities, equipment as follows:

- watertight hydraulically folding hatch covers two folding pair stowing forwards and three folding pairs stowing aftwards
- one bow thruster, C.P.P. driven by 300 kW el. motor

Auxillary plant

- one shaft generator "ULJANIK" 3 x 380 V 50 Hz 680 KVA
- two el.gen.sets "SCANIA-ULJANIK" 3 x 380 V 50 Hz 220 KVA each

