



## KOMROWSKI

### M/V "RIO KARAN" / "RIO KELAN"

**TYPE:** CRANED RORO LOLO MPP/PROJECT CONTAINER VESSEL  
  
CLASS: GERMANISCHER LLOYD +100 A5 E3 RO-RO-SHIP, "G"  
STRENGTHENED FOR HEAVY CARGO, EQUIPPED FOR THE  
CARRIAGE OF CONTAINERS, SOLAS II-2, REG 54, +MC E3 AUT

**BUILT:** PEENE WERFT, GERMANY 1998

**TONNAGE:** INTERNATIONAL 8,811 / 2,711 (GRT / NRT)  
SUEZ 26,177.72 / 21,779.96  
PANAMA TTL VOLUME IN CBM 30,487  
NET TONNAGE EQUATES TO:  
7,825 PC/UMS

**DWAT/DRAFT:** 7,200 MTS ON 6.65 M DRAFT  
**DWCC:** ABT 6,500 MTS

**DIMENSIONS:** LENGTH OVER ALL 126.51 M  
BREADTH MOULDED 20.30 M

**FLAG:** UNITED KINGDOM // LIBERIA

**CONTAINERS:** ALL INTAKES ARE ALWAYS SUBJECT TO VESSEL'S TRIM,  
STABILITY, DEADWEIGHT, PERMISSIBLE WEIGHTS, PERMISSIBLE  
LASHING GEAR, BREAK LOADS, CONTAINER LASHING PLAN,  
RANGES OF VISIBILITY, PANAMA/SUEZ REGULATIONS AND OSHA  
RULES IN WHICH CASE INTAKES AND STACKWEIGHTS CAN BE  
CONSIDERABLY REDUCED

VESSEL IS NOT FULLY CONTAINER FITTED

	20'	40' + 20'
ON DECK	379 TEU	ALT 185 FEU
IN HOLD	250 TEU	ALT 119 FEU
TOTAL	629 TEU	ALT 304 FEU + 20 TEU



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	HOMOGENEOUS INTAKE BASIS 14 MTS: ABT 425 TEU
	20' IN HOLDS – 43/45/81/81 – 1 <sup>ST</sup> /2 <sup>ND</sup> /3 <sup>RD</sup> /4 <sup>TH</sup> TIER 20' ON DECK – 80/80/73/73/73 – 1 <sup>ST</sup> /2 <sup>ND</sup> /3 <sup>RD</sup> /4 <sup>TH</sup> /5 <sup>TH</sup> TIER (PLUS EVTL. 8 x 20' UNDER CRANES DEPENDING ON WEIGHT)
	ALT 40' IN HOLDS: 20/21/39/39 – 1 <sup>ST</sup> /2 <sup>ND</sup> /3 <sup>RD</sup> /4 <sup>TH</sup> TIER ALT 40' ON DECK: 39/39/36/36/36 – 1 <sup>ST</sup> /2 <sup>ND</sup> /3 <sup>RD</sup> /4 <sup>TH</sup> /5 <sup>TH</sup> TIER (PLUS EVTL. 8 x 20' UNDER CRANES DEPENDING ON WEIGHT)
REEFER:	40 REEFER SOCKETS UNDER AND ON DECK
STACK LOADS:	DECK/HATCH COVERS: 20' (UP TO 5 TIERS) - 45 MTS ROW 1 TO 4 (INSIDE) 20' (UP TO 5 TIERS) - 60 MTS ROW 5 AND 6 (OUTSIDE) 40' (UP TO 5 TIERS) - 60 MTS ROW 1 TO 4 (INSIDE) 40' (UP TO 5 TIERS) - 70 MTS ROW 5 AND 6 (OUTSIDE)  HOLD TWEEN DECK: 20' (UP TO 2 TIERS) - 50 MTS 40' (UP TO 2 TIERS) - 65 MTS  HOLD/TANK TOP: 20' (UP TO 2 TIERS) - 96 MTS 40' (UP TO 2 TIERS) - 125 MTS
STRENGTH:	TANKTOP: 10.00 MTS TWEEN DECK: 4.50 MTS WEATHER DECK – HC's 1.75 MTS
HOLD SPACE:	530,000 CBFT BALE 340,000 CBFT GRAIN
HOLD SQM:	2,300 SQM
HOLDS:	BOX SHAPED  2 LOWER HOLDS 25.35 x 15.55 M – 5.05 M CLEAR HEIGHT 1 RORO DECK 103.00 x 16.30 M – 6.20 M CLEAR HEIGHT WITH TWEEN DECK REMOVED GIVING 12.2M CLEARHEIGHT



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CBM/ COMPARTMENT:	NO 1 LOWER HOLD: 1,990.67 CBM NO 2 LOWER HOLD: 1,990.67 CBM NO 1 TWEEN DECK: 3,960.35 CBM NO 2 TWEEN DECK: 5,190.00 CBM GARAGE 950.00 CBM -----
HATCH:	MACGREGOR PONTOONS ONE OF 90.53 x 16.30 M WHICH CAN BE OPENED COMPLETELY OR EACH COVER (40') SEPERATELY
RORO DECK:	512 LM – 35 TRAILERS
STERNRAMP:	CAP 350 MTS (OPENING 10 x 6.20 M)
DECK CAP.:	2,000 MTS ABOUT WELL PROTECTED BY SUPERSTRUCTURE
CRANES:	LOCATED AT PORT SIDE 2 CRANES x 100 MTS AT 18 M OUTREACH, COMBINABLE UP TO 200 MTS AND 60 MTS RESPECTIVELY AT 33 M OUTREACH COMBINABLE UP TO 120 MTS
MAIN ENGINE:	MAN B&W 12V/ 32/40 WITH 5,760 KW AT 750 RPM
AUXILLARIES:	2 x 500 KVA
SHAFT GENENERATOR:	500 KVA
SPEED/ CONSUMPTION:	ABT 14.5 KNOTS ON ABT 24 MTS IFO BASIS SHAFTGENERATOR INCLUDED AT DESIGN DRAFT BASIS CLEAN AND SMOOTH BOTTOM, EVEN KEEL, DEEP AND CURRENTLESS WATER/SEA WITH A TEMPERATURE OF MAX 28 DEGREES CELSIUS, WIND MAX BEAUFORT 2 AND SEA NOT EXCEEDING DOUGLAS SEA STATE 2, ALWAYS EXCLUDING CONSUMPTION FOR REEFER CONTAINERS  NO MGO AT SEA EXCEPT IN CASE OF EMERGENCY OR WHEN NAVIGATING IN NARROW WATERS, ESTUARIES, RIVERS / CHANNELS OR MANOEUVREING. CHARTERERS TO PROVIDE SUFFICIENT QUANTITY OF MGO DURING SEA PASSAGES FOR OPERATING AUXILIARIES / GENERATORS.



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OWNERS ARE ALLOWED TO BURN MDO IN PORTS/ CANALS/ RIVERS OR COASTAL AREAS IF REQUIRED BY LOCAL REGULATIONS AND/ OR ENVIRONMENTAL REGULATIONS AND AT SEA IF TECHNICALLY IMPOSSIBLE TO OPERATE VESSEL ON DUAL FUEL MDO/HFO

NOTWITHSTANDING ANYTHING ELSE CONTAINED IN THIS CHARTER PARTY, THE CHARTERERS SHALL SUPPLY FUELS OF SUCH SPECIFICATION AND GRADES TO PERMIT THE VESSEL, AT ALL TIMES, TO MEET THE MAXIMUM SULPHUR CONTENT REQUIREMENTS OF ANY EMISSION CONTROL ZONE WHEN THE VESSEL IS TRADING WITHIN THAT ZONE. THE CHARTERERS SHALL INDEMNIFY, DEFEND AND HOLD HARMLESS THE OWNERS IN RESPECT OF ANY LOSS, LIABILITY, DELAY, FINES, COSTS OR EXPENSES ARISING OR RESULTING FROM THE CHARTERERS' FAILURE TO COMPLY WITH THIS CLAUSE. FOR THE PURPOSE OF THIS CLAUSE, "EMISSION CONTROL ZONE" SHALL MEAN ZONES AS STIPULATED IN MARPOL ANNEX VI AND/OR ZONES REGULATED BY REGIONAL AND/OR NATIONAL AUTHORITIES SUCH AS, BUT NOT LIMITED TO, THE EU AND THE U.S. ENVIRONMENTAL PROTECTION AGENCY.

PORT  
CONSUMPTION:

ABT. 1.5 MTS MGO IDLE DAILY / WW 3 MTS MGO  
ALWAYS EXCLUDING REEFERS AND VENTILATION PLUS SOME IFO FOR HEATING FUEL OIL TANKS.

FUEL  
SPECIFICATION:

ISO STANDARD 8217:2010(E) OR ANY SUBSEQUENT AMENDMENT THEREOF CLASS 'RMG 380' OR BETTER (FOR IFO) AND CLASS 'DMA' OR BETTER (FOR MGO). THE PRODUCT MUST BE COMPOSED OF STRAIGHT MINERALS ONLY AND FIT FOR USE IN VESSEL'S ENGINES WITHOUT ANY CHEMICALS, WASTE LUBRICANTS OR ANY OTHER HARMFUL SUBSTANCES. FUELS TO BE SUPPLIED BY CHARTERERS WITHIN SPECIFIED CCAI LIMITS OF ENGINE MAKER, BUT NOT EXCEEDING CCAI VALUE OF MAXIMUM 850.

BUNKERS OF DIFFERENT GRADES/QUANTITIES/SUPPLIERS NOT TO BE MIXED.

SLUDGE REMOVAL, IF ANY, TO BE FOR CHARTERER'S ACCOUNT AND TIME.



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### FITTINGS:

THE VESSEL WILL PARTICIPATE IN THE MARITEC FUEL QUALITY TESTING PROGRAM. SAMPLES WILL BE TAKEN DURING EACH BUNKERING. COSTS INVOLVED IN THE AMOUNT OF USD 300.- PER SAMPLE TO BE EQUALLY SHARED BETWEEN OWNERS AND CHARTERERS.

SUEZ, PANAMA, WWF/AUSTRALIA REGULATION, GMDSS, SATELLITE COMMUNICATION (TELEPHONE/TELEX/FAX).

THE VESSEL IS EQUIPPED WITH A BOWTHRUSTER (450 KW) OWNERS ARE HOWEVER NOT RESPONSIBLE FOR MAL-FUNCTIONING OF THE UNIT AND/OR CONSEQUENCES THEREOF, VESSEL IS EQUIPPED WITH CPP AND BECKER RUDDER.

VESSEL IS CO<sub>2</sub> FITTED AND HAS NATURAL VENTILATION ONLY.

ALL DETAILS ARE ABOUT GIVEN IN GOOD FAITH BUT WITHOUT GUARANTEE