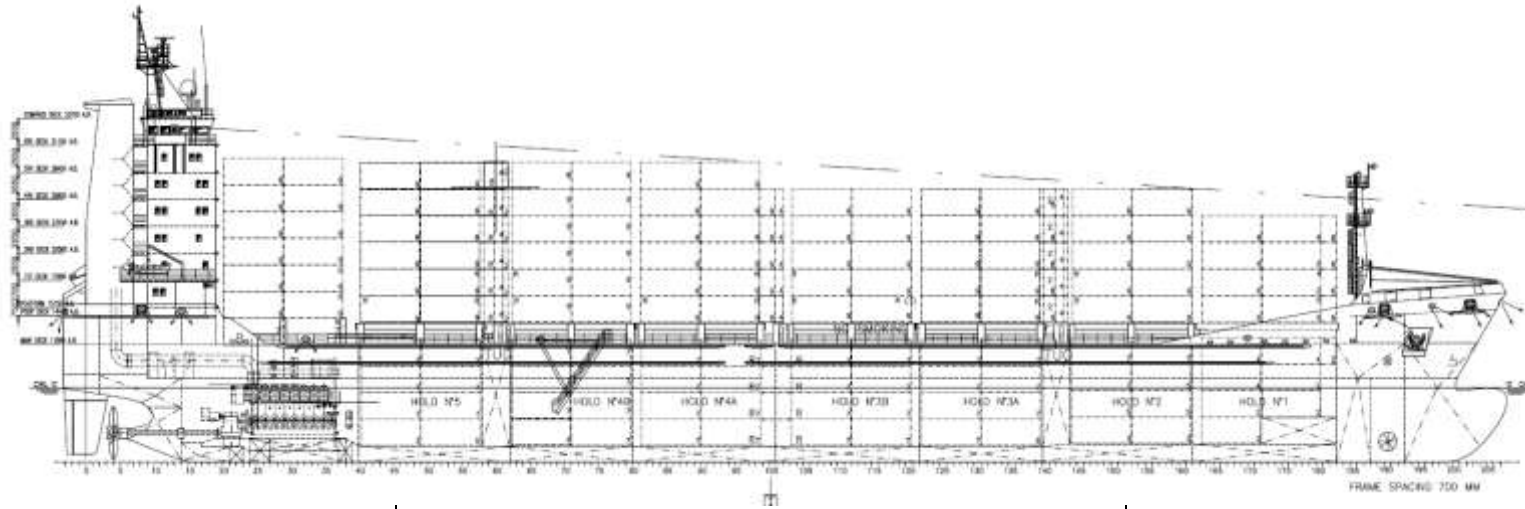




Hermann Lohmann Reedereien  
GmbH & Co. KG  
Ship Management



**Name** Astrid L  
**Shipyard** NANJING SHIPYARD, CHINA  
**Built** 04.2006  
**Type** Container Ship, equipment for carriage of containers/ BRIDGE AFT

**Classification** GL +100 A5 E Container Ship equipment for carriage containers SOLAS-II-2, Reg.19 IW Strengthened for heavy cargo MC E AUT

**Main Dimensions**

Length over all 147,82 m  
 Length between perpendiculars 141,37 m  
 Breadth moulded 23,25 m  
 Draught moulded 8,51 m  
 Air Draught (incl. draught) 38,42 m  
 Depth to maindeck moulded 11,50 m

**Deadweight (about)** 13916 dwt

**Measurement**

GT/NT 9931 / 5032  
**Service-Speed** (bft 2, even keel) 18,00 kts

**Main Engine**

7L 58/64 MAN B&W 9730 kW  
**Propeller** CPP

**Consumption at sea** fully laden abt 44 mts / 18 kn

**Consumption in port** day idle

- IDLE, NO CRANES, NO REEFERS :abt 1,80 MT
- 50 REEFERS :abt 4,50 MT
- 100 REEFERS :abt 7,50 MT

**Auxiliary engines**

3 x Diesel Gen. Sets, each 610 kW  
 1 x Shaft Gen.Set, 1200 kW  
 1 x Diesel Gen. Set, 550 kW  
 Bowthruster . 700 kW

220 Reefer plugs were of 56 in hold and 164 on deck, 440/32A/60 Cycles

**Tank capacities:**

Ballast 5218 m<sup>3</sup>  
 LFO 1349 m<sup>3</sup>  
 MGO 226 m<sup>3</sup>  
 Potable water 166 m<sup>3</sup>

**Cargo capacity**

5 Holds divided in 7 Compartments / 6 Hatches with 13 Hatchcovers  
 Hatch no 1: 14,7 m x 10,4 m  
 Hatch no 2-7: 12,6 m x 18.0 m

Ponton type hatch covers. Hatch covers are longitudinally divided for non-sequential opening and bay-wise operation.  
 Max weight of hatch cover: abt. 29 mt

**Container intake acc. To IMO Reg.(8'/8'6"):**

Pos / Size	20'	40'	+20'
Deck	766	362	22
Hold	334	162	10
<b>Total</b>	<b>1100</b>	<b>524</b>	<b>32</b>

**Container Stackweights (mt)**

Pos / Size	20'	40'
Hatch covers	50	80
Main Deck	65	80
Tanktop	120	150

**Over Sizes Containers:**

Vessel is equipped for 45' containers and wide bodies on deck on top of 40' containers in accordance with the onboard manual for stowage/lashing of containers approved by class.

All above container intakes are max. intakes always subject to vessels stability / trim / Deadweight / Perm. Stress / Perm. Stackweights, ContainerLashing plan and Deadweight / Bunkers on board and IMO Regulations of visibility. Panama and Suez Canal or other local regulations may also require other visibility angle decreasing intakes.

**Fittings:**

Fully Cellularized in Holds

Details are given in good faith, believed to be correct, but without guarantee. All figures to read "about" and not to be used for T/C-descriptions Speed basis max. beaufort 2, no swell and no adverse currents. Any Days during which the vessel encounters conditions exceeding these weather conditions are expressly excluded regarding performance evaluation.