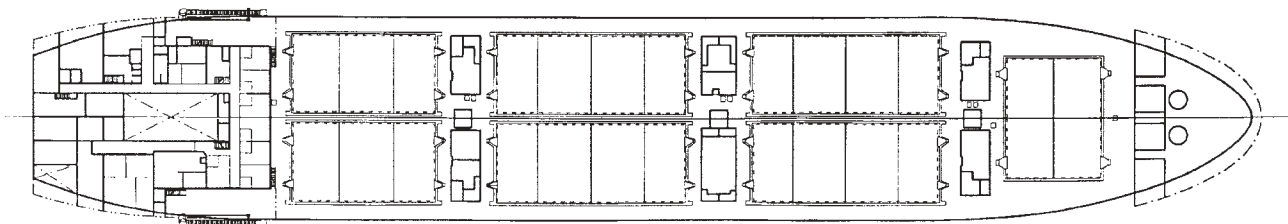
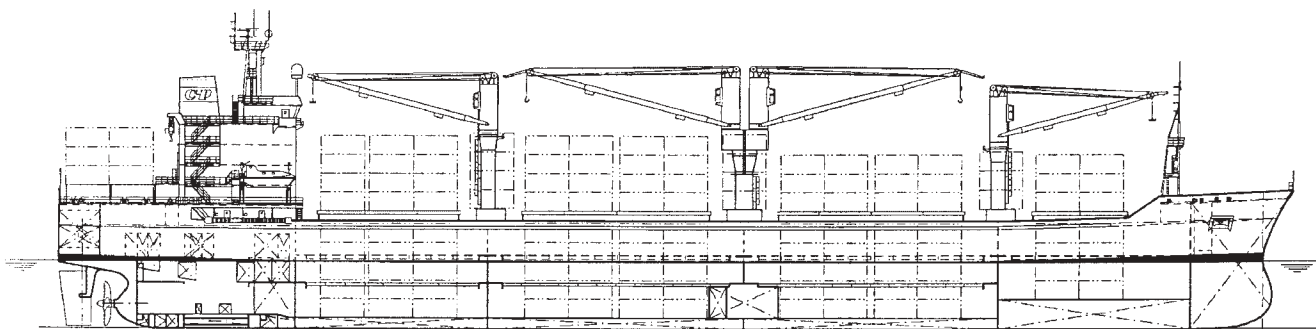


Multipurpose Cargo Vessel

22,271 DWT



Name:	m/s TAIXING	Length over all	abt. 69.80 m
Owner / Flag:	Chinese Polish Joint Stock Shipping Company, Shanghai, China / Malta	Length btw perp.	162.50 m
Builder / Yard:	Shipyards 3.MAJ / 667	Breadth moulded	27.50 m
Sister vessels:	668, 672	Depth moulded to upper deck	13.80 m
Delivered:	1997, 1998	Depth moulded to second deck	10.15 m
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" ⚡ LMC, UMS, IWS. Equipment as per rules CCS ⚡ CSA 5/5, with notation "Strengthened for heavy cargoes equipped with container securing arrangements" ⚡ CSM, AUTO, IWS.	Depth to third deck	6.35 m
Designed by:	Shipyards 3. MAJ	Draught at summer freeboard	9.32 m
		Deadweight at 9.32 m draught	22,271 t
		Gross tonnage	19,134
		Main engine:	3.MAJ - SULZER 5RTA 62
		MCR:	9,500kW/109 rpm
		Trial speed at 9,32 m and 85% MCR (8,075 kW)	16.20 knots

Capacities:

Twindecks "A"	14,466 m ³ (grain) 13,906 m ³ (bale)
Twindecks "B"	9,657 m ³ (grain) 8,214 m ³ (bale)
Holds	13,215 m ³ (grain) 11,485 m ³ (bale)
Total	37,339 m ³ (grain) 33,606 m ³ (bale)

Containers:

On upper deck	622 TEU; 124 TEU + 249 FEU
2nd deck hatch covers closed; 3rd deck hatch covers opened	472 TEU; 34 TEU + 214
2nd and 3rd deck hatch covers opened	468 TEU; 34 TEU + 210 FEU
2nd and 3rd deck hatch covers closed	388 TEU; 32 TEU + 176 FEU
Maximum capacity (on upper deck + 2nd deck hatch covers closed and 3rd deck hatch covers opened)	1,094 TEU; 158 TEU + 463 FEU

Provisions:

Heavy fuel oil	1,224 m ³
Diesel fuel oil	81 m ³
Lubrication oil	76 m ³
Fresh water	234 m ³

Ballast water tanks:	7,391 m ³
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 9 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-decks B and lower holds and No. 1 cargo space comprises 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 console 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 - 2S capacity 343 kN, hoisting speed 44/22 m/min
- GL 3524 - 2S 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 diesel engines of 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

