



THE CHINA NAVIGATION CO. LTD.



# M.S. KIRIBATI CHIEF

876 TEU Geared Multi-Purpose Containership

## BUILT

March 1990  
Miho Zosen, Shimizu, Japan  
Lengthened March 2005

## PORT OF REGISTRY

Hong Kong

## CLASS

Lloyds + 100A1 LMC UMS Container Ship  
(No. 3 hold suitable for general cargo)  
IMO No. 8809189  
Off. No. HK-715728

## DIMENSIONS

Length O.A.	: 158.055m
Length B.P.	: 148.305m
Breadth Mld.	: 22.00m
Depth Mld.	: 11.00m
Summer draft	: 7.981m
Summer Dwt.	: 13668.8 mt
GRT	: 10357.00
NRT	: 5802.00
GRT Suez	: 10851.91
GRT Panama	:
NRT Suez	: 8778.49
NRT Panama	: 9207.00

## CALL SIGN

VROB

## COMMUNICATIONS

Fleet 77	: No. 764644749 (Tel)
	: No. 764644752 (Fax)
Mini M	: No. 762712020 (Tel)
	: No. 762712021 (Fax)
Satcom C	: No. 447701110
	: No. 447701111
Email	: kiribatchief@cnco.amosconnect.com

## CONTAINER CAPACITY DETAILS

Three holds No. 1, 2 & 4 are fully cellular, with cell guides for 20' I.S.O. containers.

No. 3 combi hold, with tween decks. No cell guides. Capable of 20' & 40' ISO containers, or break bulk. There are 210 reefer points on deck.

Cargo hold No. 1 certified for the carriage of IMDG Class 1.4(S), 2.1, 2.2, 2.3, 3.1, 3.2, 3.3, 4.1, 4.2, 4.3, 5.1, 6.1(A), 6.1(B), 6.1(C), 6.1(D), 8(A), 8(B), 8(C) & 9

Cargo holds 2, 3 & 4 certified for the carriage of IMDG Class 1.4(S), 2.2, 3.3, 4.1, 4.2, 4.3, 5.1, 8(A), & 8(D)

No. 3 hold is a multi-purpose space without cellguides but with 8 off-side folding flush fitting tweendecks. Container base plates are provided on the tanktop and tweendecks. Removable beams and pillars, 2 sets are provided athwartships to support the tweendecks.

Capacity	20ft	40ft
Hold	378 TEU	50 FEU + 278 TEU
Deck	498 TEU	222 FEU + 54 TEU
Total	876 TEU	272 FEU + 332 TEU

TEU capacity with homogenous load - 12T 14T 16T

IMO criteria and approved 743 706 663  
dep. cond. 98% Bunkers &  
arr. cond. 15% Bunkers

## HATCH COVERS AND DECK STRENGTHS

Holds 1, 2 & 4 - 12 off, 20ft wide single-skin, McGregor pontoon covers, each 20' bay has dedicated lids. All lids are non-sequential opening and stacking. Heaviest lid weight 31mt. Hold 3, Pontoon hatch cover, consist of 2 panels (P & S) with swing seal joint on the ships centre line.

## Stackweights:

### Hatchcovers:

Hold No. 1, 2 & 4

#### Deck:

Container Load

TEU (90mt)

FEU (90mt)

1.74 mt/sq.m.

Uniform Load

#### Tanktop:

Container Load

TEU (120mt)

Uniform Load

6.40 mt/sq.m.

Hold No. 3

#### Deck:

Container Load

TEU (60mt)

FEU (90mt)

1.74 mt/sq.m.

Uniform Load

#### Tanktop:

Container Load

TEU (120mt)

FEU (150mt)

13.50 mt/sq.m.

Uniform Load

#### Tweendeck:

Container Load

TEU (40mt)

FEU (60mt)

3.70 mt/sq.m.

Uniform Load



## SPEED AND CONSUMPTION

At maximum draft 7.981m, 13,668.8 dwt, about  
24 mt/day at 15.50 kts

At loading draft 7,191m, 11,300dwt. About  
24 mt/day at 16.00 kts.

Generator consumption (MFO, same as main engine)

In port, idle : 1.7 MT/day  
In port with 3 cranes : 2.7 MT/day  
At sea, no reefers : 2.5 MT/day  
At sea, with 50 reefers : 3.0 MT/day

Boiler consumption (MFO, same as main engine)

At sea : Nil  
In port : 1.8 MT/day

Unifuel operating basis 380cst at 50C basis ISO 8217 RMG35,  
Beaufort 3 seastate 3.

## CARGO HANDLING EQUIPMENT

Cargo Gear: Three Macgregor deck cranes GL6019/5022/  
4542/4027/3630-2, SWL 60MT-36MT, offset to Starboard,  
with outreach to starboard of 30m, and outreach to port  
of 8m.

Crane details:

SWL for cranes : 3 – 19 m = 60mt  
                          : 3 – 22 m = 50mt  
                          : 3 – 24 m = 45mt  
                          : 3 – 27 m = 40mt  
                          : 3 – 30 m = 36mt

Lifting height : 35 m (total)

Max operating heel/Trim : 5/2 deg

Ancillary cargo equipment:

3 x 20ft. semi automatic spreaders, 36mt SWL.

## BALLAST TANKS

Water ballast : No 1-7 D.B Tks  
                          : No 1, 2, 6 & 7 Side Tks  
                          : Fore & Aft Peak Tks

Total Ballast : 3797.7 cu.m

Ballast Pumps : 2 x 250 cu.m/hr, No 7 Side Tks fitted  
with heeling system. De-ballast time  
approx 7 hrs Exc. No. 7 side tks.

## MACHINERY

Main Engine : One 'Mitsui' B & W Type7L42MC MK3  
diesel engine 2 stroke Cycle, single  
acting, direct reversing crosshead,  
7 cylinders. Max. Continuous rating  
8,120 BHP @168RPM

Propellor : One 'Nakashima' NI-AI-Bz Keyless,  
4 rt. Hand blades. Diam. 4,520 mm.  
Pitch 3,420 mm

Bow Thruster : Model TC-165N. Propellor diam.  
1,650 mm. 359.2 rpm, 4 blades. Thurs  
10.0 t., 690 Kw

Stern Thruster : Model TC-145N. Propellor diam.  
1,450 mm. 377.1 rpm, 4 blades. Thrust  
7.8 t., 530 Kw

Diesel Generator : Three 'Ssangyong' L23/30 MAN B &  
W Holeby diesel engines, Driving 900  
KVA 60 Hz 440V alternators.

## COMPLEMENT

Officers : 8  
Crew : 10  
Normal Complement : 18  
Extra : 7 (pilot + 6 spare)  
Total Berths : 22  
Max LSA capacity : 25

## TANK CAPACITIES

MFO : 975.09 cu.m. @ 96%  
MDO : 65.2 cu.m. @ 96%  
FW : 157.3 cu.m. @ 100%  
Ballast : 3797.7 cu.m. @ 100% including  
No. 7 heeling side tanks.

## FEATURES TO NOTE

- 1) Nos 3 hold is non cellular and fitted with 4 off side folding, hydraulically operated flush fitting tweendecks. The space is ideal for breakbulk and project type cargo.
- 2) The vessel has powerful bow and stern thrusters with bridge wing controls enabling rapid berthing/unberthing routinely without tugs.
- 3) The ballast and fuel tank arrangements have been designed to help maintain an even keel throughout the voyage, to maintain speed and minimize the effect of free surface.
- 4) A high capacity auto heeling system is fitted to help maintain the ship upright during cargo operations.
- 5) The accesses to holds and cranes comply with AWWF rules.
- 6) An integrated loading, lashing and cargo management computer programme is fitted which is used to minimize lashings and keep track of containers. The programme enables the vessel to be self sufficient in container planning if required, using ship to shore high speed data links.
- 7) Pumping and monitoring of ballasting, hold bilges, and the auto heeling system is controlled from the deck office, which is fitted with remote draft and ballast tank level gauges.
- 8) The vessel has been strengthened with No. 3 hold suitable for general cargos..
- 9) A forecastle breakwater is fitted to protect the forward container stacks from heavy seas.
- 10) A fully networked shipboard administration system is fitted, enabling the vessel to export/import data via an Eicon digital modem (64K) and Fleet 77 satellite system.