

T/C DESCRIPTION: **M/V „ALEXANDER B“**
IMO No. 9328649



YARD - DETLEF HEGEMANN, GERMANY
CALLSIGN - V 2 F E 7
FLAG - ANTIGUA BARBUDA
HOME PORT - ST. JOHNS
BUILT - 2006
TYPE - CELLULAR CONTAINERVERSEL - GEARLESS – ICE-CLASSED
CLASS - DNV +100 A5 E3 CONTAINER SHIP SOLAS-II-2, REG. 19 + MC E3 AUT

MAINDIMENSIONS:

DWAT - ABT. 20.203 MT – ON 10 M SUMMER SCANTLING DRAFT
GT / NT - ABT. 14.072 / ABT. 6.123
LOA/LBP - 154,51M / 147,44M
BREADTH MOULDED - 24,50M
DEPTH TO MAINDECK MOULDED - 14,20M
HOLDS/HATCHES - 4 HOLDS / 7 PONTOON HATCH COVERS
HATCH NO. 1: 12.60 M x 10.25 M
HATCH NO. 2-7: 12.60 M x 20.40 M

TANK CAPACITIES

HFO INCL. OVERFLOW TANK	ABT :	1,268 CBM
MGO INCL. OVERFLOW TANK	ABT :	283 CBM
BALLASTWATER	ABT :	6.753 CBM
FRESHWATER	ABT :	207 CBM

FITTED WITH:

MAIN ENGINE - MAN-B W 7S50C MC-C (2 STROKE) MCR 11,060 KW / 127 RPM
(MCR = MAX CONT. OUTPUT)
AUXILIARY ENGINES - MAN B&W 6L 23/30H 780 kw / 720 RPM (925 kVA EACH)
EMERGENCY ENGINE - 300 kVA
SHAFT GENERATOR - 1125 kVA
BOW THRUSTER - 1000 KW
BALLAST-WATER-TREATMENT-SYSTEM - TO BE OPERATED AS PER MANUFACTURER INSTRUCTIONS / GUIDELINES
PUMP RATE OF 300M³ PER HOUR
REEFER-POINTS - 305 REEFER-POINTS (FEU) WHEREOF 122 FEU IN HOLD AND 183 FEU ON DECK;
THE REEFER CONTAINER SOCKETS ARE DESIGNED FOR 40' CONTAINERS 32 A
WITH INTERLOCKED SWITCH/SOCKET OUTLET ACCORDING TO CS326 (3 H) 32A.
VOLTAGE 440V; 60HZ
IF CHARTERERS ARE LOADING REEFERS IN 3RD DECK TIER OR ABOVE OR IN
OUTER DECK ROWS IN THOSE POSITIONS NO MANUAL REEFER MONITORING &
NO REPAIRS OF REEFERS BY CREW.

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VENTILATION - CLOSED HOLDS 1+2: MECHANIC VENTILATION WITH 9 AIRCHANGES PER HOUR BASIS EMPTY HOLDS
 CLOSED HOLDS 3+4: MECHANIC VENTILATION WITH 4 AIRCHANGES PER HOUR BASIS EMPTY HOLDS

CRANES - GEARLESS

CONTAINER INTAKE ACCORDING TO IMO REGULATIONS (8'/8'6''):

POS/SIZE	20'	40'	+20'	45'	+20'	+40'
DECK	747	361	25	122	16	223
HOLDS	476	230	16	0	16	230
TOTAL	1223	591	41	122	32	453

INTAKE ALWAYS SUBJECT TO VESSELS'S STABILITY, TRIM, DEADWEIGHT/PERMISSIBLE STACK WEIGHTS AND SUBJECT TO REGULATIONS OF VISIBILITY.

OTHER SIZES - 30' x 8' x 8'6''
CONTAINERS IN HOLDS 80 UNITS + 150 FEU + 16 TEU
40' x 8' x 9'6'' - HIGH CUBE
 ON HATCH COVERS / DECK 315 UNITS
 IN HOLDS 4 x 9'6'' EQUIVALENT TO 180 UNITS, OR ALTERNATIVELY 2 x 8'6'' ST + 3 x 9'6'' HC EQUIVALENT TO 78 UNITS STANDARD PLUS 152 UNITS HIGH CUBE
2600 MM WIDTH
 ON DECK 10 FEU OR 20 TEU (BAY 34 ROW 07/08)
2500 MM WIDTH
 IN HOLDS 36 FEU (BAY 12, 16, 20, 24. ONLY ROW 07 AND ROW 08)
 ON HATCHES 170 FEU (EVERY SECOND ROW AND NO CONTAINERS IN BETWEEN TO BE LOADED)

THE VESSEL TO CARRY AND HANDLE ISO CONTAINERS ONLY AND ALWAYS IN ACCORDANCE WITH THE ISO NORM.

STABILITY - MAX 20' CONTAINER INTAKE WHEN HOMOGENOUS LOADED 14 TS/TEU: 973

ALL ABOVE CONTAINER INTAKES ARE MAXIMUM INTAKES ALWAYS SUBJECT TO VESSEL'S STABILITY / TRIM / DEADWEIGHT / PERMISSIBLE STRESS / PERMISSIBLE STACKWEIGHTS AND VISIBILITY, 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 / CELLGUIDES - FULLY CELLULARIZED IN HOLDS' FOR 40' UNITS. ALTERNATIVELY 2 x 20' UNITS CAN BE STOWED INTO EACH 40' COMPARTMENT. FIXED CELL GUIDES (FRONT AND AFT) ON MAIN DECK ONLY ABOVE ENGINE ROOM UP TO THE HEIGHT OF LOWER EDGE OF 4TH TIER FOR CONTAINERS.
 FULLY FITTED WITH LOOSE LASHING-/ STOWAGE MATERIAL AND STACKING CONES FOR 20' / 24'6'' / 30' AND 40' UNITS IN CLOSED HOLDS AND 20' / 24'6'' / 40' AND 45' IN OPEN HOLDS AND ON DECK.

THE SHIP IS CONSTRUCTED TO CARRY AND HANDLE CONTAINERS IN ACCORDANCE WITH ISO NORM ONLY. IF THE SHIP IS FITTED WITH LASHING MATERIAL IN ACCORDANCE WITH U.S. OSHA RULES THEN DETAILED INFORMATION ON THE APPLICABLE PERMISSIBLE STACKLOADS OF THE INDIVIDUAL CONTAINER STACKS AND THE METHOD OF STOWING AND LASHING THE CONTAINERS ARE AS PER CLASS APPROVED 'CONTAINER SECURING MANUAL'.

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PERMISSIBLE STACK WEIGHTS (MT):

POS/SIZE	20'	40'
HATCH COVERS	60	120
DECK ABOVE ENGINE ROOM	80	120
HOLDS	120	150

DISTRIBUTION OF CONTAINER WEIGHTS WITHIN A SINGLE 20' / 40' STACK TO COMPLY WITH THE BOARD MANUAL FOR STOWAGE AND LASHING OF CONTAINERS APPROVED BY THE CLASSIFICATION SOCIETY.

DANGEROUS CARGO:

VESSEL IS ABLE TO CARRY DANGEROUS GOODS IN HOLDS AND ON HATCH COVERS (EXCEPT ON DECK IN FRONT OF ACCOMMODATION).

CONSTRUCTION AND EQUIPMENT ACCORDING TO SOLAS REGULATION II-2, REG 19 AND ALWAYS IN ACCORDANCE VESSEL'S DANGEROUS GOODS CERTIFICATES AND RELEVANT RULES IN IMDG CODE. IN GENERAL TRANSPORT OF HYDROGEN AND HYDROGEN MIXTURES IS EXCLUDED.

FURTHER RESTRICTIONS AS PER DOCUMENT OF COMPLIANCE AND IN CONSIDERATION OF THE IMDG-CODE.

SPEED/CONSUMPTION:

ALL BELOW FIGURES OF SPEED AND CONSUMPTION ARE 'ABOUT' WHILST VESSEL IS LAYING ON EVEN KEEL / ON C.W.L. / HAVING CLEAN BOTTOM / DEEP WATER - AND AMBIENT TEMPERATURE MAX 27 DEGREES CELSIUS AND SUBJECT TO GOOD WEATHER CONDITIONS I.E. WIND FORCE NOT EXCEEDING BEAUFORT 2, SEA DOUGLAS STATE 2 AND NO NEGATIVE INFLUENCE BY CURRENTS AND/OR TIDAL STREAMS.

SPEED - 18.5 KN	45.1 t/day	ULSFO/RMG380	85% ME MCR
SPEED - 18.1 KN	40.7 t/day	ULSFO/RMG380	80% ME MCR
SPEED - 16.9 KN	36.9 t/day	ULSFO/RMG380	70% ME MCR
SPEED - 15.9 KN	32.2 t/day	ULSFO/RMG380	60% ME MCR
SPEED - 15.4 KN	31.5 t/day	ULSFO/RMG380	55% ME MCR
SPEED - 13.2 KN	22.5 t/day	ULSFO/RMG380	40% ME MCR
SPEED - 12.9 KN	20.1 t/day	ULSFO/RMG380	35% ME Output
SPEED - 12.2 KN	19.2 t/day	ULSFO/RMG380	30% ME Output

NO GASOIL FOR AUXILIARIES AT SEA PROVIDED SHAFTGENERATOR CONNECTED EXCEPT IF HOLD VENTILATION IS USED OR REEFERS CONNECTED AND IN CASE OF EMERGENCY OR BAD WEATHER AND / OR NAVIGATION AT REDUCED SPEED IN RIVERS, CHANNELS AND NARROW OR SHALLOW WATERS.

CHARTERERS TO PROVIDE SUFFICIENT QUANTITY OF GASOIL DURING SEA-PASSAGES FOR OPERATING AUXILIARIES / GENERATORS ALSO WHEN TRADING OUTSIDE AN EMISSION CONTROL AREA.

PORT CONSUMPTION:

ABT 2,6 MT MGO PER DAY WHEN IDLE RUN WITHOUT REEFERS EXCL. BOILER.

VESSEL IS CONSUMING 0,9 - 1,2 MT MGO IN PORT PER DAY FOR BOILER (DEPENDING ON AMBIENT TEMPERATURE).

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FUEL SPECIFICATIONS:

RMG 380 - ISO 8217:2017 AND SUBSEQUENT REVISIONS
MGO - ISO 8217:2017 AND SUBSEQUENT REVISIONS

FUEL SUPPLIED TO FULFIL FOLLOWING CONDITIONS:

1. CALCULATED CARBON AROMATIC INDEX (CCAI) MAX. 860
2. SODIUM CONTENT LESS THAN 1/3 OF VANADIUM CONTENT (CONTENT IN PPM)
3. MAX. SODIUM CONTENT 100 PPM
4. ASPHALTENES CONTENT LESS THAN 2/3 OF CONRADSEN CARBON NUMBER (CCR)

FUEL CONSUMPTION FIGURES ARE BASED ON ISO CONDITIONS AND NET CALORIFIC VALUE OF FUEL OF 42,700 KJ/KG (TOLERANCE 3 PCT).

CHARTERERS SHALL ONLY SUPPLY SUITABLE FUELS AS PER SPECIFICATION TO ENABLE MAIN PROPULSION AND AUXILIARY MACHINERY TO OPERATE EFFICIENTLY AND WITHOUT HARMFUL AFFECTS. FUELS TO BE MINERAL BASED PRODUCTS OF STABLE AND HOMOGENEOUS NATURE COMPLYING WITH CURRENT CIMAC RECOMMENDATIONS AND ISO STANDARD 8217 OR ANY SUBSEQUENT AMENDMENTS THEREOF, AND SHALL NOT CONTAIN WASTE LUBRICANTS, TAR OIL, INORGANIC ACIDS, CHEMICALS OR ANY OTHER HARMFUL SUBSTANCES, WHICH JEOPARDISES THE SAFETY OF SHIPS OR ADVERSELY AFFECTS THE PERFORMANCE OF THE MACHINERY OR IS HARMFUL TO PERSONNEL OR CONTRIBUTES OVERALL TO ADDITIONAL AIR POLLUTION.

VESSEL WILL PARTICIPATE IN A FUEL QUALITY TESTING PROGRAMME. DRIP SAMPLES WILL BE TAKEN DURING EACH BUNKERING AT VESSEL'S MANIFOLD WHICH TO BE CONSIDERED AS THE BINDING SAMPLE.

CHARTERERS TO SUPPLY BUNKERS WITHIN THE AGREED SPECIFICATIONS. IF BUNKERS SUPPLIED DO NOT CONFORM WITH THE SPECIFICATIONS THEN THE CHARTERERS SHALL IN THEIR TIME AND EXPENSE REMOVE THESE BUNKERS FROM THE VESSEL LATEST BEFORE REDELIVERY. FUEL TESTING COSTS INVOLVED IN THE AMOUNT OF ABT USD 400,-- PER SAMPLE TO BE FOR CHARTERERS' ACCOUNT.

CHARTERERS SHALL ENSURE THAT FRESH BUNKERS ARE SUPPLIED TO VESSEL IN GOOD TIME BEFORE THE PREVIOUS BUNKERS ARE EXHAUSTED. THE VESSEL SHALL NOT BE OBLIGED TO BURN BUNKERS UNTIL THE ANALYSIS RESULT CONFIRMING THAT THE BUNKERS COMPLY WITH THE FUEL SPECIFICATION MENTIONED IS AT HAND. IN THE EVENT THAT THE VESSEL HAS TO STOP TO AWAIT THE ANALYSIS RESULT, THEN ANY TIME LOST THEREBY TO BE FOR CHARTERERS ACCOUNT. ANY RESULTS OBTAINED FROM THE TESTING OF THE PRODUCT ARE LIMITED IN SCOPE AND ONLY PRELIMINARY. THEY ARE NOT DEFINITIVE AND ARE SUBJECT TO A FULL ANALYSIS AS MAY BE CARRIED OUT AT A LATER STAGE.

THE CHARTERERS SHALL SUPPLY FUELS OF SUCH SPECIFICATIONS 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 US ENVIRONMENTAL PROTECTION AGENCY.

SLUDGE REMOVAL, IF ANY, TO BE FOR CHARTERERS' ACCOUNT.

ALL DETAILS ABOUT AND WITHOUT GUARANTEE AND GIVEN IN GOOD FAITH

20.03.2025 AB/BW

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