

T/C DESCRIPTION: **M/V „KONSTANZE B“**
IMO No. 9492505

GmbH & Co. KG
TS-Shipping

Boschstraße 18
D-49733 Haren



YARD	- SAINTY SHIPYARD, CHINA
CALLSIGN	- V 2 H S 6
FLAG	- ANTIGUA & BARBUDA
HOME PORT	- ST. JOHNS
BUILT	- MAY 2011
TYPE	- CONTAINERVERSEL – GEARLESS ENGINE/BRIDGE AFT
CLASS	- BV + 1 HULL AND MACH, CONTAINERSHIP, UNRESTRICTED NAVIGATION, AUT-UMS, INWATERSURVEY, ICE CLASS 1A

MAINDIMENSIONS:

DWAT	- ABT. 13200 MT - WITH DRAFT OF ABT. 8,00 M ON SUMMER DRAUGHT
GT / NT	- ABT. 10318 / ABT. 5391
LOA/LBP	- 151,72M / 142,42M
BREADTH MOULDED	- 23,40M
DEPTH TO MAINDECK MOULDED	- 11,75M
HOLDS/HATCHES	- 3/6 HOLDS/ HYDRAULIC OPERATED FLAP COVERS WHICH CAN BE OPENED INDEPENDENTLY GIVING FREE ACCESS TO EACH 40'/45' BAY UNDERNEATH HOLD NO. 1: DIVIDED BY A CROSSWISE BEAM IN MIDDLE OF HOLD; 1 ACCESS 12,48M X 15,73M; 1 ACCESS 12,48M X 20,66M HOLD NO. 2: NO BEAM; 1 ACCESS 28,86M X 20,66M HOLD NO. 3: DIVIDED BY A CROSSWISE BEAM IN MIDDLE OF HOLD; 1 ACCESS 12,48M X 20,66M; 1 ACCESS 12,48M X 20,66M

TANK CAPACITIES	HFO INCL. SETTLING TANKS ABT :	1024,1 CBM
	MGO	ABT : 146,5 CBM
	LUBOIL STORAGE	ABT : 59 CBM
	BALLASTWATER	ABT : 5541,1 CBM
	FRESHWATER	ABT : 143 CBM

FITTED WITH:

MAIN ENGINE	- MAN 8L 48/60 B; 9000 KW / 500 RPM
AUXILIARY ENGINES	- 3 x MAN -LINDENBERG D2842LE 301; 620 KW / 1800 RPM
GENERATORS	- 3 x LEROY SOMER LSAM 49.1 M6; 550 eKW
EMERGENCY ENGINE	- 1 x MAN-LINDENBERG D2876LE 201; 405 KW / 1800 RPM
GENERATOR	- 1 x LEROY SOMER LSAM 47.2 VS2; 315 eKW
SHAFT GENERATOR	- 1700 eKW
BOW THRUSTER	- 800 KW / 11 MTO THRUST
PROPELLER	- 1 ALPHA CPP VBS1460-ODF 5,4 MTRS DIA

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- BALLAST SYSTEM** - FRANK MOHN AS PUMP CAPACITY 500m³ PER HOUR
- BALLAST-WATER-TREATMENT-SYSTEM** - TO BE OPERATED AS PER MANUFACTURER INSTRUCTIONS / GUIDELINES
- REEFER-POINTS** - 250 REEFER-POINTS (FEMALE) WHEREOF 114 IN HOLD AND 136 ON DECK (ALL 40'); 12,5 KW; 450 V; 60 CYCLE; EARTH PIN POSITION 3 HRS. VESSEL IS EQUIPPED WITH AN AUTOMATIC REEFER MONITORING SYSTEM (PTC). STOWAGE OF REEFER CONTAINERS IN HOLD MAY EFFECT STOWAGE OF DANGEROUS GOODS IN HOLDS.
- OTHERS** CO2 FITTED, AUSTRALIAN WATERS FITTED, CARGO COMPUTER FITTED, HOLDS 1 + 3 VENTILATED 15 X / HOLD 2 VENTILATED 24 X, SUEZ AND PANAMA FITTED
- NAVIGATION** FITTED WITH ALL MODERN NAUTICAL AIDS, SATELLITE NAVIGATION, WEATHER CHART RECORDER, INMARSAT SATCOM, CRUISING RANGE ABT. 10000 NM.
- ACCOMODATION** - 16 + 2 PERSONS
- CRANES** - GEARLESS

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

POS/SIZE	20'	40'	+20'	30'	+20'	45'	+20'	+40'
HOLD	322	156	10	188	8	62	10	94
HATCH COVERS	514	257	0	257	0	257	0	0
DECK FWD	68	32	4	32	4	18	4	14
DECK AFT	132	66	0	66	0	66	0	0
TOTAL	1036	511	14	543	12	403	14	102

- 9'6" HIGH CUBE CAPABILITY IN HOLDS** - FULL LOAD OF 4 TIERS HIGH CUBE CONTAINERS 9'6" CAN BE ACCOMODATED IN ALL HOLDS
- 9'6" HIGH CUBE CAPABILITY ON DECK** - CONTAINER AT 40' & 45': 303 UNITS ON DECK
- EXCESSIVE BREADTH OF CONTAINERS** - VESSEL IS ABLE TO LOAD CONTAINER WITH AN EXCESSIVE BREADTH OF UP TO 2,50 MTR ON ALL POSITIONS IN HOLD AND ON DECK. VESSEL IS ABLE TO LOAD CONTAINER WITH AN EXCESSIVE BREADTH UP TO 2,60 MTR ON 5 INNER ROWS ON DECK OF HATCH COVERS (40' BAYS 10,14,18,22,26) AND 4 INNER ROWS BAY 06.
- CAPACITY OF OVERSIZED CONTAINERS** - STOWAGE OF OVERSIZED CONTAINERS WITH 30' AND 45' UNITS DOES NOT AFFECT 20'/40' BLOCKSTOWAGE OF CONTAINERS ON OPPOSITE BAYS AND/OR INDEPENDENT OPENING OF HATCH COVERS. EXACT STOWAGE DETAILS FOR MIXED STOWAGE 20'/30'/40'/45' TO BE TAKEN FROM VESSELS STOWAGE PLAN AND/OR APPROVED CONTAINER SECURING MANUAL.
- CELLGUIDES IN HOLDS** - FULLY CELLULARIZED IN HOLDS FOR 40' UNITS. ALTERNATIVELY 2 X 20' UNITS CAN BE STOWED INTO EACH 40' COMPARTMENT. CELLGUIDES IN HOLD NO. 1 AND 3 ARE NOT REMOVABLE AND PERMANENTLY FIXED TO VESSEL'S STRUCTURE. MIDDLE CELL GUIDE IN HOLD NO. 2 ("90' HOLD") TO BE REMOVED ON SHORE IF 45' UNITS OR 3 BAYS AT 30' UNITS SHALL BE STOWED.

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MAXIMUM FLEXIBILITY FOR MIXED STOWAGE OF 4 BAYS AT 20' AND/OR 3 BAYS AT 30' AND/OR 2 BAYS AT 40' AND/OR 2 BAYS AT 45' CONTAINERS IS POSSIBLE PROVIDED CELLGUIDE IS REMOVED. EVENTUAL REMOVAL AND STORAGE OF REMOVABLE CELLGUIDES ON SHORE ALWAYS TO BE AT CHARTERER'S RISK AND EXPENSES.

STABILITY EXAMPLE

- MAX.CONTAINER INTAKE BASIS IMO WHEN HOMOGENOUS LOADED TS/TEU:
740 TEU

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

- VESSEL IS FULLY FITTED WITH LOOSE LASHING MATERIAL AND FITTINGS ACCORDING TO OSHA RULES. FULLYAUTOMATIC LASHING MATERIAL IS USED ON DECK AND STACKING CONES ARE USED IN HOLDS TO LOAD THE PRESCRIBED CONTAINER CARGO. IF MIDDLE CELLGUIDE OF HOLD NO. 2 HAS BEEN REMOVED BY CHARTERERS, CONTAINERS IN HOLDS TO BE STOWED WITH ADDITIONAL TWISTLOCKS INSTEAD OF STACKING CONES. IN THIS CASE CHARTERERS TO DELIVER THE AMOUNT OF MISSING TWISTLOCKS, IF NECESSARY.

STRENGTH OF DECKS:

TANKTOP -12 MT/M2 - DISTRIBUTED LOAD
WEATHERDECK/ -1,75 MT/M2 - DISTRIBUTED LOAD

CONTAINER STACKWEIGHTS (METRIC TONS):

POS/SIZE	20'	40'	30'	45'
HOLD	100	140	120	140
DECK FWD	60	75	60	75
HATCH COVERS	60	90	75	90
DECK AFT	75	140	120	140

DISTRIBUTION OF CONTAINER – WEIGHTS WITHIN A SINGLE 20'/30'/40'/45' STACK ON DECK TO COMPLY WITH THE APPROVED CONTAINER SECURING MANUAL.

SPEED/CONSUMPTION:

- ABT. 18 KN AT ABT. 37,5 MT WITHOUT SHAFT GENERATOR CONNECTED. NO MGO CONSUMPTION AT SEA PROVIDED SHAFT GENERATOR CONNECTED EXCEPT IF HOLD VENTILATION IS USED, REEFERS CONNECTED AND IN CASE OF EMERGENCY AND/OR NAVIGATION IN SHALLOW WATERS AND/OR REDUCED SPEED ETC.

CHARTERERS TO PROVIDE SUFFICIENT QUANTITY OF MGO DURING SEA PASSAGES FOR OPERATING AUXILIARIES/ GENERATORS AND IN CASE OF EMERGENCY

ALL ABOVE FIGURES OF SPEED AND CONSUMPTION ARE "ABOUT" WHILST VESSEL IS LAYING ON EVEN KEEL AT DESIGN DRAUGHT / HAVING CLEAN BOTTOM AND CLEAN PROPELLER / SEA WATER TEMPERATURE MAX 28 DEGREES CELSIUS AND SUBJECT TO GOOD WEATHER CONDITIONS I.E. WIND FORCE NOT EXCEEDING



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BEAUFORT 2, SEA DOUGLAS STATE 2 AND NO NEGATIVE INFLUENCE BY CURRENTS AND/OR TIDAL STREAMS AND NO REEFERS CONNECTED.

CHARTERERS SHALL SUPPLY SUITABLE FUEL ENABLE MAIN PROPULSION AND AUXILIARY MACHINERY TO OPERATE EFFICIENTLY AND WITHOUT HARMFUL EFFECTS TO CONTAIN NO WASTE LUBRICANTS OR CHEMICALS.

ALL FUEL DELIVERED TO THE VESSEL HAS TO BE A MINERAL OIL PRODUCT AND SHALL NOT CONTAIN TAR OIL AND/OR INORGANIC ACID SUBSTANCES AND TO BE OF STABLE AND HOMOGEN NATURE.

SLUDGE REMOVAL IF ANY TO BE FOR CHARTERERS ACCOUNT. VESSEL PARTICIPATES IN A FUEL TESTING PROGRAMME. COST TO BE SPLIT 50 / 50 BETWEEN OWNERS / CHARTERERS.

PORT CONSUMPTION: - VESSEL IS CONSUMING MGO IN PORT FOR AUX GENERATORS AND PRE-HEATING OF HFO CONSUMPTION ABT. 1,75 MT MGO PER DAY EXCL REEFERS, HOLD VENTILATION AND TANK HEATING. VESSEL COULD USE UPTO ABT. 9 MT MGO FOR PRE-HEATING OF HFO AND FULL LOAD OF REEFERS/HOLD VENTILATION.

FUEL SPECIFICATION:

CHARTERERS TO SUPPLY BUNKERS FROM 1A BUNKER SUPPLIERS IN ACCORDANCE WITH ISO-F 8217 2017 AND SUBSEQUENT REVISIONS, MARPOL 73/78 ANNEX VI AND SUBSEQUENT REVISIONS AND EUROPEAN UNION DIRECTIVE 1999/32/EC AND SUBSEQUENT REVISIONS.

FOR MAIN ENGINE USE OUT OF (S)ECA:

- VLSFO 0,5 % SULPHUR IN ACCORDANCE WITH ISO 8217:2017 RMG380

FOR MAIN ENGINE USE INSIDE (S)ECA:

- MGO DMA LS 0,1% SULPHUR IN ACCORDANCE WITH ISO 8217:2017

FOR AUX ENGINES:

- MGO DMA IN ACCORDANCE WITH ISO 8217:2017 AND THE SULPHUR CONTENT AS PER APPLICABLE REGULATION

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 CHARTERER'S FAILURE TO COMPLY WITH THIS CLAUSE.

FOR THE PURPOSE OF THIS CLAUSE, "EMISSION CONTROL ZONE" SHALL MEAN ZONES AS STIPULATED IN MARPOL 73/78 ANNEX VI AND/OR ZONES REGULATED BY REGIONAL AND/OR NATIONAL AUTHORITIES SUCH AS, BUT NOT LIMITED TO, THE EU.

ADDITIONAL INFORMATION:

THE MAIN ENGINE IS ABLE TO RUN ON RMD-80 - 0,1 % SULPHUR (ULSFO) AS PER ISO8217:2017 (OR EQUIVALENT HYBRID PRODUCT) ON CONTINUES MODE. BUT MGO DMA WOULD BE ANYWAY ALWAYS REQUIRED FOR THE AUX ENGINES. UNDER THIS CONDITION NO FURTHER HYBRID FUEL (LIKE VLSFO 0,5%) SHALL BE USED DUE TO AVOIDANCE OF COMPATIBILITY PROBLEMS.

IN CASE NO RMD 80 AVAILABLE THE VESSEL COULD BUNKER MGO DMA INSTEAD OF RMD 80.

FOR THIS OPTION, CONTINUES TRADING INSIDE (S)ECA, THE CHARTERERS PLEASE TO RE-CONFIRM THE PROCEDURE WITH OWNERS WELL IN ADVANCE PRIOR ORDERING ANY ULSFO.

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CHARTERERS SHALL ENSURE THAT FRESH BUNKERS ARE SUPPLIED TO THE 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.

BIMCO 2020 MARINE FUEL SULPHUR CONTENT CLAUSE & BUNKER QUALITY CONTROL CLAUSE FOR TIME CHARTER PARTIES SHALL BE DEEMED TO BE INCORPORATED.

ALL DETAILS ABOUT AND WITHOUT GUARANTEE AND GIVEN IN GOOD FAITH