

MV “Conmar Elbe“ Time Charter Description

MV ‘CONMAR ELBE’

Fully cellular gearless Container Vessel with Ice-Class E3 – Engine / Bridge aft

Call Sign : 5 B Q U 3
IMO-No. : 9244180
Flag : Cyprus
Home Port : Limassol
Class : GL +100 A5 E3 “Containership”; SOLAS II-02, Reg.54; +MC E3 Aut.
GT / NT : 6191 / 3075
Deadweight : 8.003 tdwat sfb-draft abt. 7,00 m
Built : December 2001
Last Dry-dock : July 2019
Next Dry-dock : December 2021
P&I Club : Steamship Mutual
Total insured value : 5 Mio. €
MMSI No. : 235406000
Satcom-C Telex : 423590215
E-Mail : charterer@elbe.cs-fleet.de
Sat. Telephone : +49 40 87407945
Mobile Phone : +49 176 3000 7550

Dimensions

LOA : 132,60 m
LBP : 123,40 m
Beam (moulded) : 19,20 m
Draft (ssw) : 7,00 m

Tank capacities (abt. 100 % filled)

Waterballast max. : 2857 cbm
Freshwater max. : 107 cbm
Bunkers IFO : 347 mtons
GO : 321 mtons

Container intake

	20'	40'
In holds	188 TEU	91 FEU + 6 TEU
On deck	519 TEU	251 FEU + 17 TEU
Total	707 TEU	342 FEU + 23 TEU

Vessel is able to load container of upto 2,595 m breadth with a distance of 25 mm in all positions on deck.

Stability condition

400 TEU x 14 mtons hom.

Intakes are always subject to vessel's stability, trim, deadweight, permissible stack weights, exact container weights, container lashing manual, subject to regulations of visibility and at Master's discretion.

Reefer connections

100 reefer plugs on deck

10 reefer plugs in hold

110 reefer plugs total (AC 380/440 V 50/60 cycles 32 AMP – earth pin at 3 o'clock)

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Stackweights

Container stackweights (all in metric tons per stack)

Bay 29 & 31 20' Stackweight 80 ts
Bay 30 40' Stackweight 120 ts

Stackweight Holds:

20' 71 ts
40' 105 ts

Stackweight Weatherdeck Hatchcovers:

20' 45 ts
40/45 inner 65 ts
40/45 outer 77 ts

Distribution of container weights within a single 20'/40' stack on deck to comply with the board manual for stowage and lashing of containers approved by Germanischer Lloyd.

Fittings

- Fully cellularized in holds for 40' containers. Alternatively 2 x 20' units can be stowed into each 40' compartment.
- Vessel is fully fitted with loose lashing materials, fittings and stacking cones for 20' and 40' units under and on deck
- Fully equipped with all modern nautical / communication systems

Vessel is electrically ventilated / 6-fold air changes basis empty holds

3 holds / 4 hatches – Hydraulic operated folding steel hatchcovers

Hatch dimensions:

No.1A	-	12,30m x 12,90m / 7,94m	- 40' can be handled
No.1B	-	12,30m x 15,52m	- both 40' sections can be handled separately / independently, if transverse containers are not loaded.
No.2	-	25,20m x 15,52m	- both 40' sections can be handled separately / independently, if transverse containers are not loaded.
No.3	-	25,20m x 15,52m	- both 40' sections can be handled separately / independently, if transverse containers are not loaded.

Grain / Bale Capacity: 364700 / 350300 cbf

Dangerous Cargo

The vessel is able to carry dangerous goods in holds and on deck in packed condition according to Solas regulation II-2/54 and in accordance with the Document of Compliance for the Carriage of Dangerous Goods. However, IMO 1 / 2 / 6.2 / 7 cargo always to be excluded.

All other allowed cargoes mentioned in IMDG code which are not explicit excluded by Owners to be packed / labeled / loaded / stowed / shipped / discharged always in accordance with the IMO-, local-, federal-, and canal- and / or river- and Coast Guard regulations and vessel's class and certificates.

Speed / Consumption

All figures are about and based on good weather conditions and smooth sea maximum Beaufort 2 and maximum Douglas Sea State 2, and basis design draft of 6,90 m on even keel, in deep water with clean bottom and currentless waters, maximum 28 degr. Celsius – with shaft generator connected for sea navigation only:

17.0 knots on 30.0 mtons IFO 380
16.0 knots on 27.5 mtons IFO 380

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15.0 knots on 25.0 mtons IFO 380
14.0 knots on 23.0 mtons IFO 380
13.0 knots on 19.5 mtons IFO 380

No MGO at sea provided the shaft generator is connected, except when reefer containers are carried or hold ventilation being used, or during bad weather or in case of emergency and / or navigation with reduced speed and / or in restricted areas like approaches, shallow waters and when maneuvering in rivers / channels / canals / in port resp. when shifting.

Gasoil may be consumed for safety reasons. Charterers to provide sufficient quantity of GasOil during sea passages for operating auxiliaries / generators in case of an emergency.

Port consumption:

Average consumption abt. 1.5 mtons GasOil per day when idle, excluding reefers and tank heating. Exact consumption depends on weather conditions and other circumstances, vessel consuming GasOil in port for pre-heating.

Fuel Specification

The fuel oil supplied to be in accordance with:

RMG 380 for IFO 380
DMA for Gasoil

The IFO 380 grade has to be in accordance with ISO fuel standard 8217:2010 RMG 380 or latest amendment thereto and always according to latest International regulations resp. local / federal regulations of vessel's trade, like IMO / Marpol etc., incl. but not limited to Marpol VI.

The MGO to be in accordance with ISO fuel standard 8217:2010 DMA with max density of 860 kg / cbm and max 0.2 pct sulphur content or latest amendment thereto and always according to latest International regulations resp. local / federal regulations of vessel's trade, like IMO / Marpol etc., incl. but not limited to Marpol VI. The Charterers shall supply fuel of such specifications and grades to permit the Vessel, at all times, to comply with the maximum sulphur content requirements of any emission control zone when the vessel is ordered to trade within that zone.

Charterers shall supply suitable fuels to enable main propulsion and auxiliary machinery to operate efficiently and without harmful effects. Fuels to contain no waste lubricants or chemicals. All fuel delivered to the vessel has to be a mineral oil product and shall not contain taroil and / or inorganic acid substances and to be of stable and homogen nature. Charterers not to comingle different bunker stems in the same storage tank. The Charterers shall supply fuel of such specifications and grades to permit the Vessel, at all times, to comply with the maximum sulphur content requirements of any emission control zone when the vessel is ordered to trade within that zone.

The vessel will participate in the Lintec fuel quality testing program. Samples will be taken during each bunkering. Costs involved for such testing to be equally shared between Owners and Charterers.

Sludge removal, if any, always to be for Charterers' account and time.

Engine

MaK Type 8 M 43 with abt. 7.200 KW at 500 rpm
Pitch propeller Lips
BowThruster with 410 kW
Shaft Generator of 1.200 KW
2 x Diesel Generators with 350 KVA each
1 x Emergency Generator with 350 KVA

All details are about and without guarantee.
