

ATLANTIC KLIPPER

661,530 cbft / 7,118 sqm / 9,232 pallets



General

Built	January-2011	International	GT	NT
Flag	Dutch	Panama Canal	14,091.00	7,603.00
Port of Registry	Scheveningen	Suez Canal		11,824.00
Callsign	PCIU			12,766.65
IMO/Lloyds nr	9454761		Draft	DWAT
Length over all [m]	165.00	Tropical	10.53	16,413
Beam [m]	25.00	Summer	10.32	15,693
Depth [m]	14.00	Winter	10.10	14,979
Bowthruster(s)	1 x 1,000kW			

Reefer

Holds	4
Hatches	4
Compartments	16
Minimum Deckheight [m]	2.30 (excl local areas)
Allowable weight of forklift including cargo	maximum 9 mt (Forklift to be equipped with minimum 4 non hard rubber airtyres)
Temperature zones	8
Cooling sections	1FCA 1BC 2AB 2CD 3AB 3CD 4AB 4CD
Temperature range [dC]	-25/+15
Air circulations [/hr]	90/60/45
Air renewals [/hr]	3
USDA equipped	Yes, valid until 01-December-2020
Controlled Atmosphere	CA pre-piped
Modified Atmosphere	No equipment on board



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Classification Details

Classification Society	Bureau Veritas (BV)
Main Class symbols	I, +Hull, +Mach
Service Notations	Container ship, Refrigerated cargo ship, Equipped for the carriage of vehicles
Navigation Notations	Unrestricted navigation
Additional Class Notations	+AUT-UMS, MON-SHAFT, +REF-CARGO-AIRCONT, REF-CONT(E), ICE CLASS IB, INWATERSURVEY
Machinery	+MACH
Equivalent Finnish/Swedish	
Ice Strengthening	IB

Reefer Compartment Capacity Breakdown

	Hold 1		Hold 2		Hold 3		Hold 4		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
FC	55,656	573.90							55,656	573.90
A	33,217	346.80	52,410	535.30	52,659	543.90	48,111	486.50	186,397	1,912.50
B	26,365	284.60	46,162	513.20	48,194	546.70	43,397	484.70	164,118	1,829.20
C	22,541	237.50	41,606	464.30	47,038	541.30	40,114	440.90	151,299	1,684.00
D			35,636	371.90	34,397	403.30	34,027	343.40	104,060	1,118.60
Total	137,779	1,442.80	175,814	1,884.70	182,288	2,035.20	165,649	1,755.50	661,530	7,118.20

Hatch sizes

	Hold 1	Hold 2	Hold 3	Hold 4
	l x b	l x b	l x b	l x b
Deck	7.00 x 10.50	12.60 x 10.50	12.60 x 10.50	12.60 x 10.50
FC	7.00 x 10.50			
A	7.00 x 10.50	12.60 x 10.50	12.60 x 10.50	12.60 x 10.50
B	7.00 x 8.00	12.60 x 10.50	12.60 x 10.50	12.60 x 10.50
C		12.60 x 10.50	12.60 x 10.50	12.60 x 10.50



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Container Carrying Capacity		Max FEU's	Add. TEU's	Max TEU's	Add. FEU's
<u>On Weather Deck and Hatches</u>					
Empty Positions	Standard	267	9	552	0
Max Stackweight	Standard	247	9	503	0
Max Stackweight - Self-sustained	Standard	242	9	434	0
Empty Positions	High Cube	249	9	507	0
Max Stackweight	High Cube	247	9	503	0
Max Stackweight - Self-sustained	High Cube	242	9	434	0
<u>Reefer Hold</u>					
Empty Positions	Standard	48	12	108	0
Max Stackweight	Standard	48	12	108	0
Max Stackweight - Self-sustained	Standard	48	12	108	0
Empty Positions	High Cube	48	12	108	0
Max Stackweight	High Cube	48	12	108	0
Max Stackweight - Self-sustained	High Cube	48	12	108	0

'Max Stackweight' and 'Max Stackweight - Self-sustained' are the number of laden containers that can be loaded basis the maximum stackweight, calculating 26 mt gross for a laden FEU and 14 mt gross for a laden TEU
Above figures are as per vessel's technical layout. Actual container intake is subject to master's approval and depending on stability, stackweight and visibility.

Standard Voyage Container Carrying Capacity

Nr of High Cube (9.5') Reefers 192
of which Self-sustained 192

'Standard Voyage' = voyage from Panama Canal to Rotterdam, with a full cargo of bananas in the holds and departing with full bunker tanks. Containers on this voyage are considered to weigh 26 mt gross.

Reefer Plugs

Nr. of electrical Reefer Plugs 200

Cargo Gear

2 Cranes x 40.0 mt
2 Cranes x 8.0 mt

- All speeds are 'about', all consumptions are 'about', basis clean hull, clean propeller and deep (minimum 7 x deepest draft), currentless water/sea with a temperature of maximum 28 degree Celcius.
- Descriptions are given basis maximum Beaufort 4, maximum 2 meters combined swell and wave height.
- Additional MGO may be used for starting/stopping engines and/or manoeuvring and/or in narrow and/or restricted waters and/or in extreme weather conditions.
- All auxiliary consumptions are based on maintaining cargo temperatures, during reduction period higher consumptions may be recorded.
- All descriptions exclude consumption for carried laden reefer containers. Depending on the make and/or type of container, maintenance state of the container, commodity in the container, ambient temperature, use of water cooling, stowage position: as indication an average additional fuel consumption of about 30 kg/container/24hrs when maintaining temperatures to be taken into account.
- Port consumptions are averages for vessel lying alongside berth. Manoeuvring consumptions are excluded.
- Auxiliary consumption up to 26 mt/day with all generators fully loaded.
- All Speeds are in knots and all consumptions are in metric tons per 24 hours.
- International and/or local regulations, such as but not limited to ECA's, may require use of other fuel grades than specified.
- Conditions are based on sailing with even keel, unless stated otherwise. Significant trim, especially large negative trim, may have negative impact on the performance.
- All consumption figures are based on ISO 8217 (latest revision) specification fuels with following minimum caloric values:
HFO: 40.600 kJ/kg
MGO 42.700 kJ/kg



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Bunker Tank Capacities

	<u>Cbm (100%)</u>	<u>Cbm at max filling level*</u>	<u>mt**</u>
Bunkertanks dedicated for High Sulphur RMG380 (IFO380)	1,619	1,516	1,502
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	405	385	381
Overflow/Settling/Daytanks for RMG380 (IFO380)	119	99	98
Total bunker capacity for RMG380 (IFO380)	2,143	2,000	1,982
Bunkertanks dedicated for Low Sulphur DMA (MGO)	119	101	87
Total bunker capacity for DMA (MGO)	119	101	87

*) Vessel shall not mix bunkers from different bunkerings in 1 bunker tank. This may reduce the actual bunker capacity.

**) Capacity in mt serve as indication only. Actual capacity in mt depending on the specific gravity and temperature of the supplied bunkers.

Vessel to be solely supplied with fuels as per ISO 8217:2010 or any subsequent amendment thereof. All supplied fuels shall be suitable to enable main propulsion and auxiliary machinery to operate efficiently and without harmful effects and in line with any national and/or international requirements. Fuels to be mineral based products and shall not contain waste lubricants (ULO), chemicals or any other harmful substances and shall be of homogenous and stable nature. Charterers to buy and arrange bunkers only from qualified suppliers and/or from majors and carry out their own quality checks as deemed necessary for their control.

Charterers warrant that whenever bunkers are ordered for the vessel, the order not to put a lien on the vessel and explicitly request "The Products shall not include waste chemicals, waste lubricants and/or other non-fuel components."

BIMCO Bunker Fuel Sulphur Content clause for Time Charter parties 2004 to apply.

If vessel is redelivered in an ECA area, Charterers warrant that vessel will be redelivered with sufficient bunkers suitable for consumption as per the requirements of the relevant ECA area to reach a port or place where suitable bunkers may be supplied.

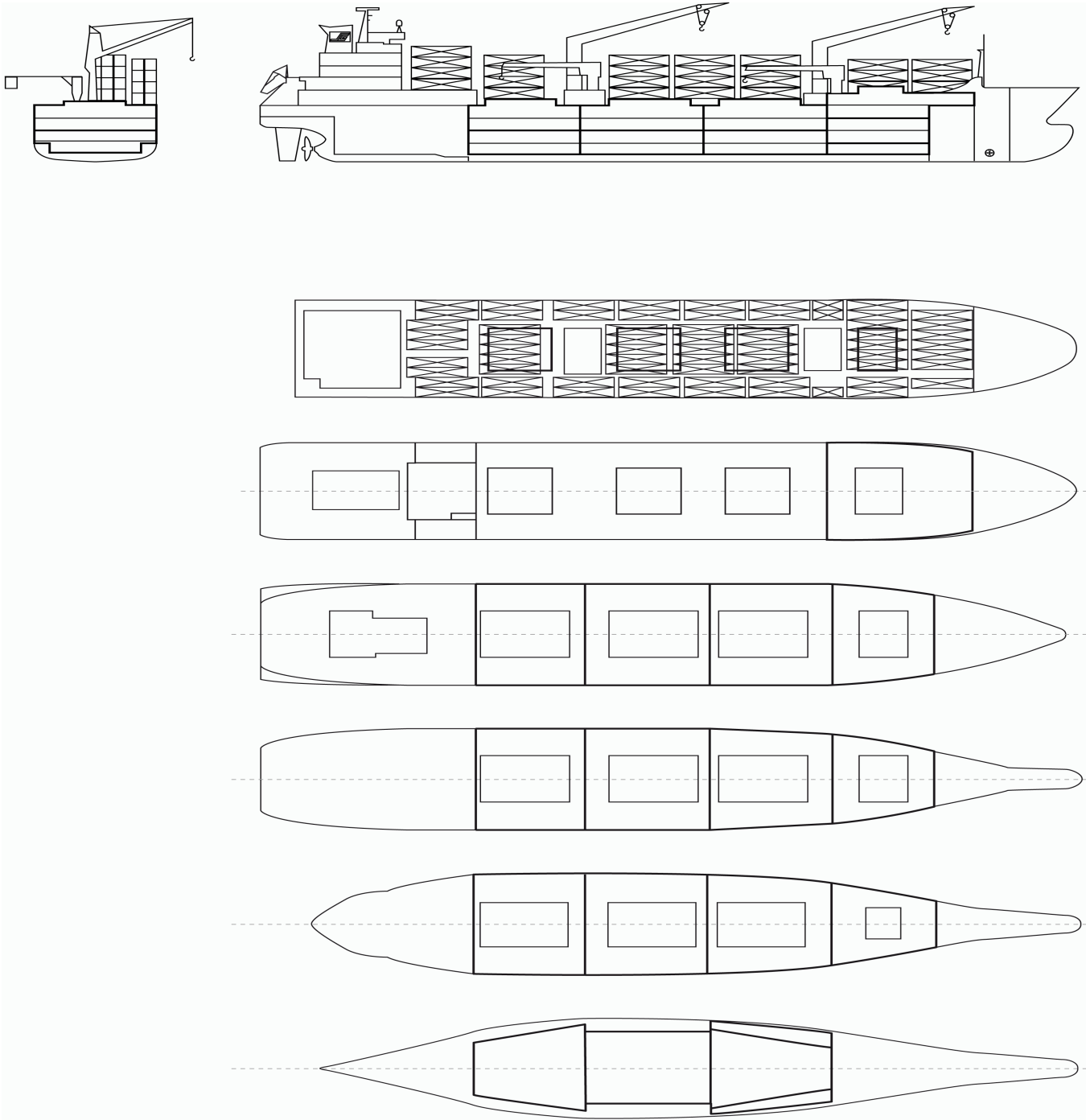
Vessel participates in fuel testing program. Samples are taken during each fuel from each supplied grade. Costs involved to be equally shared between Owners and Charterers. Vessel shall not consume any supplied fuel without having received full fuel analysis report confirming the fuel's quality.

It is Charterers obligation to make sure that fuels with sulphur content higher than 0.5% are either consumed or removed from the vessel at his cost prior 01 January 2020.



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General Remarks

- Pallet Intake figures are indication only. The figures are based on a stowage factor of 1.32 pallet/sqm in reefer holds, full load of reefer containers based on the standard voyage with 20 pallets in each container

