BREIZ KLIPPER

265,246 cbft / 3,144 sqm / 5,935 mt DWAT

General

			GT	NT
Built	May-1991	International	4,263.00	2,796.00
Flag	Dutch	Panama Canal		
Port of Registry	Willemstad	Suez Canal		
Callsign	PJQV			
IMO/Lloyds nr	8917211		**Draft**	**DWAT**
Length over all [m]	110.93	Tropical	7.97	6,163
Beam [m]	16.20	Summer	7.81	5,935
Depth [m]	9.60	Winter	7.64	5,709
Bowthruster(s)	1			

Reefer

Holds	4
Hatches	4
Compartments	16
Minimum Deckheight [m]	2.20
Allowable weight of forklift including cargo	maximum 5 mt (Forklift to be equiped with minimum 4 airtyres)
Temperature zones	8
Cooling sections	1AB, 1CD, 2AB, 2CD, 3AB, 3CD, 4AB, 4CD
Temperature range [dC]	
Air circulations [/hr]	0
Air renewals [/hr]	0
USDA equipped	Not USDA fitted
Controlled Atmosphere	None
Modified Atmosphere	No equipment on board

Description issued: 24-April-2017

Template: V1700421

Reefer Compartment Capacity Breakdown

	Hold 1		Hold 2		Hold 3		Hold 4		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
A	13,106	154.40	12,128	149.00	11,633	142.70	14,993	185.70	51,860	631.80
B	16,976	189.10	20,408	254.40	19,707	247.60	19,480	242.90	76,571	934.00
C	14,102	153.80	21,288	251.10	21,225	254.00	18,089	202.40	74,704	861.30
D	10,747	119.50	18,733	222.50	18,985	228.50	13,646	146.00	62,111	716.50
Total	54,931	616.80	72,557	877.00	71,550	872.80	66,208	777.00	265,246	3,143.60

Hatch sizes

	Hold 1	Hold 2	Hold 3	Hold 4
	l x b	l x b	l x b	l x b
Deck	8.75 x 8.50	8.75 x 8.50	8.75 x 8.50	8.75 x 8.50
A	7.62 x 8.00	7.62 x 8.00	7.62 x 8.00	7.62 x 8.00
B	5.87 x 8.00	7.62 x 8.00	7.62 x 8.00	7.62 x 8.00
C	6.21 x 5.20	7.62 x 8.00	7.62 x 8.00	7.62 x 8.00

Container Carrying Capacity		Max FEU's	Add. TEU's	Max TEU's	Add. FEU's
On Weather Deck and Hatches					
Empty Positions	Standard	16	20	52	0
Max Stackweight	Standard	8	0	16	0
Max Stackweight - Selfsustained	Standard	0	0	0	0
Empty Positions	High Cube	16	20	52	0
Max Stackweight	High Cube	8	0	16	0
Reefer Hold					
Empty Positions	Standard	0	0	0	0
Max Stackweight	Standard	0	0	0	0
Max Stackweight - Selfsustained	Standard	0	0	0	0
Empty Positions	High Cube	0	0	0	0

'Max Stackweight' and "Max Stackweight - Selfsustained' 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	6
of which Selfsustained	0

'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	6

Cargo Gear

4 Cranes x 5.0 mt

Speed & Consumption

Ballast

Valid draft condition		Base Consumption A/E's	Base Consumption Boiler		PreCooling A/E's
Forward:	HFO	0.00	0.00	+	0.00
Aft:	MGO	0.00	0.00		0.00

Performance Matrix

Speed	ME HFO	ME MGO	SlowSteaming
13.50	11.00	0.00	No
16.50	16.00	0.00	No

Banana Laden

Valid draft condition		Base Consumption A/E's	Base Consumption Boiler
Forward:	HFO	0.00	0.00
Aft:	MGO	0.00	0.00

Performance Matrix

Speed	ME HFO	ME MGO	SlowSteaming
13.50	13.00	0.00	No
16.00	18.00	0.00	No

Frozen

Valid draft condition		Base Consumption A/E's	Base Consumption Boiler
Forward:	HFO	0.00	0.00
Aft:	MGO	0.00	0.00

Performance Matrix

Speed	ME HFO	ME MGO	SlowSteaming
13.00	13.00	0.00	No
15.50	18.00	0.00	No

General Cargo

Valid draft condition		Base Consumption A/E's	Base Consumption Boiler		PreCooling A/E's
Forward:	HFO	0.00	0.00	+	0.00
Aft:	MGO	0.00	0.00		0.00

Performance Matrix

Speed	ME HFO	ME MGO	SlowSteaming
13.50	13.00	0.00	No
16.00	18.00	0.00	No

In Port

	Base Consumption A/E's	Base Consumption Boiler		Gear A/E's		Reefer Plant A/E's
HFO	1.00	0.00	+	0.00	+	0.50
MGO	0.00	0.30		0.00		1.30

- Descriptions are warranted basis maximum Beaufort 4 and 2 meters waves/swell
- Additional MGO may be used for starting/stopping engines and/or manouvring 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. As a rule of thumb 30 kg/24hrs to be added for each laden reefer container. Actual consumption based ao on the commodity carried in the container, its temperature upon loading, type and age of the container, type of cooling, ambient temperature, sea water temperature.
- All Speeds are in knots and all consumptions are in metric tons per 24 hours.
- International and/or local regulations may require use of other fuel grades.
- Laden conditions are based on sailing with even keel, unless stated otherwise. Significant trim, especially large negative trim, may have negative impact on the performance.

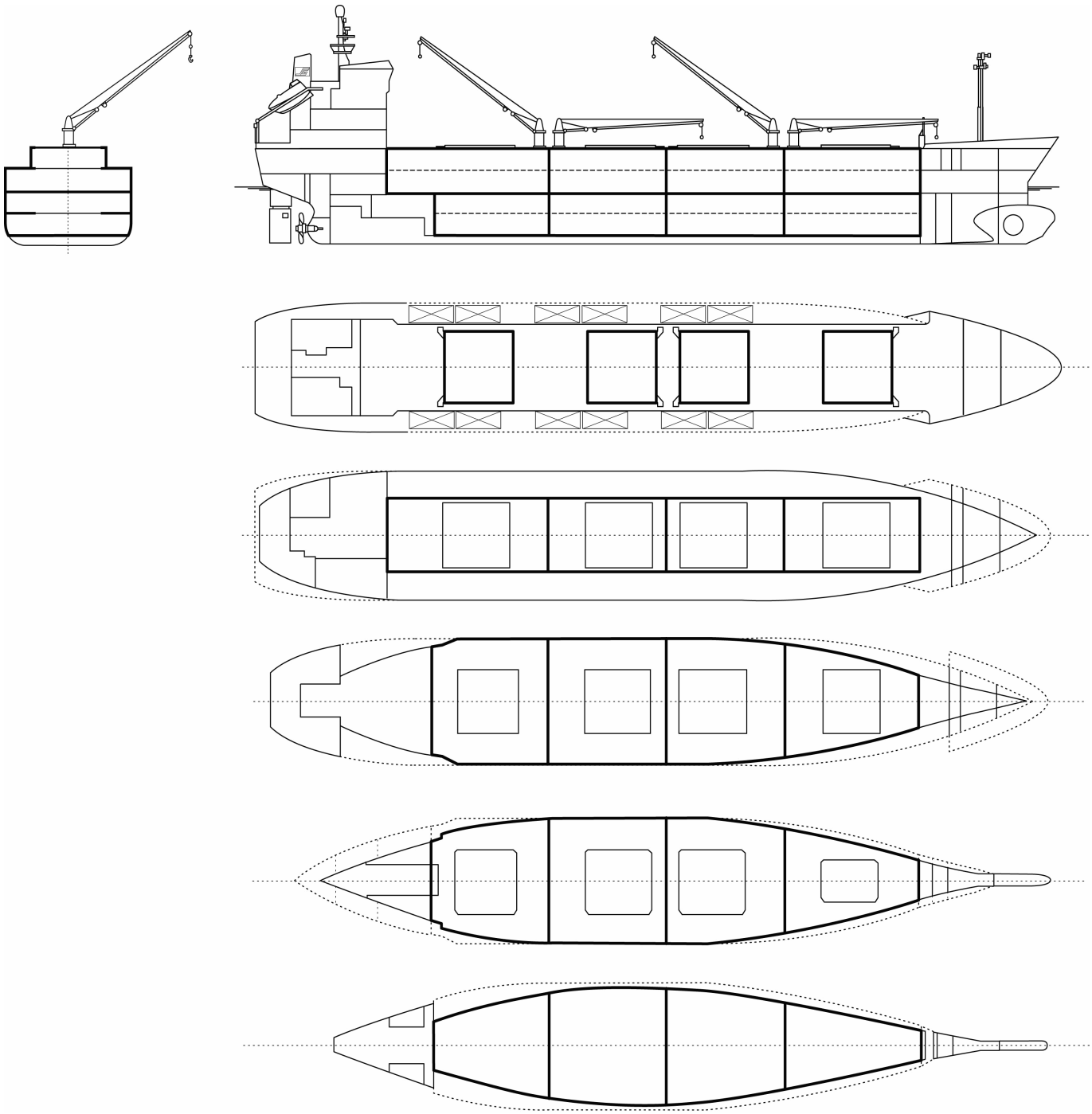
Bunker Tank Capacities

	Cbm (100%)	Cbm at max filling level*	mt**
Bunkertanks dedicated for High Sulphur RMG380 (IFO380)	413	393	389
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	93	88	87
Overflow/Settling/Daytanks for RMG380 (IFO380)	93	17	17
Total bunker capacity for RMG380 (IFO380)	**599**	**498**	**493**
Bunkertanks dedicated for Low Sulphur DMA (MGO)	86	73	62
Total bunker capacity for DMA (MGO)	**86**	**73**	**62**

**) 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.*

Classification Details

Classification Society	Bureau Veritas (BV)
Main Class symbols	I, +HULL, +MACH
Service Notations	Refrigerated cargo ship
Navigation Notations	Unrestricted Navigation
Additional Class Notations	+AUT-UMS, +AUT-PORT, +REF-CARGO, +ALP
Machinery	+MACH
Equivalent Finnish/Swedish Ice Strenghtening	-



All figures believed to be correct, but without guarantee