



General

Built	November-1991	International	GT 4,446.00	NT 2,287.00
Flag	Panama	Panama Canal		3,828.44
Port of Registry	Panama	Suez Canal		3,661.36
Callsign	3EFN9			
IMO/Lloyds nr	9015838		Draft	DWAT
Length over all [m]	120.70	Tropical		
Beam [m]	16.60	Summer	6.91	5,248
Depth [m]	10.00	Winter		
Bowthruster(s)	-			

Reefer

Holds	3
Hatches	3
Compartments	9
Minimum Deckheight [m]	2.20
Allowable weight of forklift including cargo	maximum 8 mt (Forklift to be equipped with minimum 4 airtyres)
Temperature zones	6
Cooling sections	1A 1BC 2A 2BC 3A 3BC
Temperature range [dC]	-30/+12
Air circulations [/hr]	90
Air renewals [/hr]	4
USDA equipped	Yes, certificate expired
Controlled Atmosphere	None
Modified Atmosphere	No equipment on board

Classification Details

Classification Society	Nippon Kaiji Kyokai (NKK)
Classification characters	NS* / MNS*
Installation characters	RMC*, CHG, MPP, LSA, RCF
Equivalent Finnish/Swedish Ice Strengthening	-

Reefer Compartment Capacity Breakdown

	Hold 1		Hold 2		Hold 3		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
A	28,557	265.00	32,513	348.00	32,323	346.00	93,393	959.00
B	17,171	187.00	28,909	343.00	28,572	340.00	74,652	870.00
C	13,881	130.00	28,333	315.00	26,877	278.00	69,091	723.00
Total	59,609	582.00	89,755	1,006.00	87,772	964.00	237,136	2,552.00

Hatch sizes

	Hold 1	Hold 2	Hold 3
	l x b	l x b	l x b
Deck	7.10 x 6.40	7.10 x 6.40	7.10 x 6.40
A	7.10 x 6.40	7.10 x 6.40	7.10 x 6.40
B	7.10 x 6.40	7.10 x 6.40	7.10 x 6.40

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	0	0	0	0
Max Stackweight Standard	0	0	0	0
Max Stackweight - Selfsustained Standard	0	0	0	0
<u>Reefer Hold</u>				
Empty Positions Standard	0	0	0	0
Max Stackweight Standard	0	0	0	0
Max Stackweight - Selfsustained Standard	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 0
 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 0

Cargo Gear

6 Derricks x 5.0 mt or 3 x 3.0 mt in Union Purchase

- All peeds 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 swell and maximum 2 meters 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 ao 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 5 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 may require use of other fuel grades.
- 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

Bunker Tank Capacities

	<u>Cbm (100%)</u>	<u>Cbm at max filling level*</u>	<u>mt**</u>
Bunkertanks dedicated for High Sulphur RMG380 (IFO380)	661	562	557
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	119	101	100
Total bunker capacity for RMG380 (IFO380)	780	663	657
Bunkertanks dedicated for High Sulphur DMA (MGO)	91	77	66
Bunkertanks dedicated for Low Sulphur DMA (MGO)	16	14	11
Total bunker capacity for DMA (MGO)	107	91	77

*) 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 ao 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.

