

PACIFIC REEFER

596,925 cbft / 6,803 sqm / 8,554 pallets



General

Built	January-1999	International *)	GT	NT
Flag	Liberia	Panama Canal	00/13,055.00	7,624.00
Port of Registry	Monrovia	Suez Canal		12,166.00
Callsign	D5FE3			13,035.79
IMO/Lloyds nr	9179268		Draft	DWAT
Length over all [m]	175.72	Tropical		
Beam [m]	22.60	Summer	9.72	17,322
Depth [m]	13.30	Winter		
Bowthruster(s)	-			
		Permanent Ballast		862

*) The first GT value is the official value on the ITC. Because of the special (partly) hatchless design of the vessel, a second GT has been assigned to this vessel which is to be used for calculation of harbour duties etc. This is the second GT value. This value is also shown on the ITC in a remark.

Reefer

Holds	4
Hatches	4
Compartments	19
Minimum Deckheight [m]	2.20 (excl local areas)
Allowable weight of forklift including cargo	maximum 7 mt (Forklift to be equipped with minimum 4 non hard rubber airtyres)
Temperature zones	8
Cooling sections	1A 1BCD 2ABC 2DE 3ABC 3DE 4ABC 4DE
Temperature range [dC]	-30/+15
Air circulations [/hr]	90
Air renewals [/hr]	2
USDA equipped	Yes, valid until 15-November-2019
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
Service Notations	Refrigerated Cargo Ship
Navigation Notations	Unrestricted Navigation
Additional Class Notations	+REF-CARGO, INWATERSURVEY
Machinery	+MACH
Equivalent Finnish/Swedish	
Ice Strengthening	-

Reefer Compartment Capacity Breakdown

	Hold 1		Hold 2		Hold 3		Hold 4		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
A	35,352	398.00	18,457	202.00	18,445	203.00	18,274	202.00	90,528	1,005.00
B	26,282	268.00	36,430	433.00	36,037	431.00	39,435	467.00	138,184	1,599.00
C	17,316	181.00	37,816	453.00	41,793	497.00	41,655	480.00	138,580	1,611.00
D	14,007	157.00	33,862	391.00	40,443	479.00	36,378	410.00	124,690	1,437.00
E			31,067	339.00	42,544	483.00	31,332	329.00	104,943	1,151.00
Total	92,957	1,004.00	157,632	1,818.00	179,262	2,093.00	167,074	1,888.00	596,925	6,803.00

Hatch sizes Reefer holds

	Hold 1	Hold 2	Hold 3	Hold 4
	l x b	l x b	l x b	l x b
Deck	8.10 x 6.00	8.10 x 6.00	8.10 x 6.00	8.10 x 6.00
A	8.10 x 6.00	8.10 x 6.00	8.10 x 6.00	8.10 x 6.00
B	8.10 x 6.00	8.10 x 6.00	8.10 x 6.00	8.10 x 6.00
C	5.20 x 5.20	8.10 x 6.00	8.10 x 6.00	8.10 x 6.00
D		8.10 x 6.00	8.10 x 6.00	8.10 x 6.00



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Container slot flexibility

Hold

Deck & Hatches

Total

Homogeneous intake of TEU's of 14mt:

Actual intake and distribution always subject to ao vessel's stability, trim, bending moments, sheer forces, deadweight, permissible weights, permissible lashing gear break loads, container lashing and stowage plans, ranges of visibility, IMDG stowage/segregation requirements, Panama / Suez Canal Regulations and Cargo Securing Manual.

Reefer Plugs

Deck:

Holds:

Total:

Remote Reefer Monitoring System

Type:

Maker:

Version:

RDC handheld available:

Fittings

Permissible Stackloads

Hatch sizes

<u>Hold</u>	<u>Hatches # / Type</u>	<u>Position</u>	<u>length x width</u>	<u>Panels #</u>	<u>Position</u>	<u>length x width</u>	<u>Panels #</u>
X	0 Open Top	None	N/A	0			
Y	0 Open Top	None	N/A	0			

Standard Voyage Container Carrying Capacity

Nr of High Cube (9.5') Reefers 170
of which Selfsustained 170

'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

General Note Container Carrying Capacity

Figures for container intake on standard voyage are preliminary



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Cargo Gear

- 2 Cranes x 36.0 mt
- 1 Crane x 8.0 mt
- 1 Crane x 40.0 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 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 17 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

Bunker Tank Capacities

	<u>Cbm (100%)</u>	<u>Cbm at max filling level*</u>	<u>mt**</u>
Bunkertanks dedicated for High Sulphur RMG380 (IFO380)	1,160	986	977
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	226	192	190
Overflow/Settling/Daytanks for RMG380 (IFO380)	13	0	0
Total bunker capacity for RMG380 (IFO380)	1,399	1,178	1,167
Bunkertanks dedicated for Low Sulphur DMA (MGO)	89	75	64
Total bunker capacity for DMA (MGO)	89	75	64

*) 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.

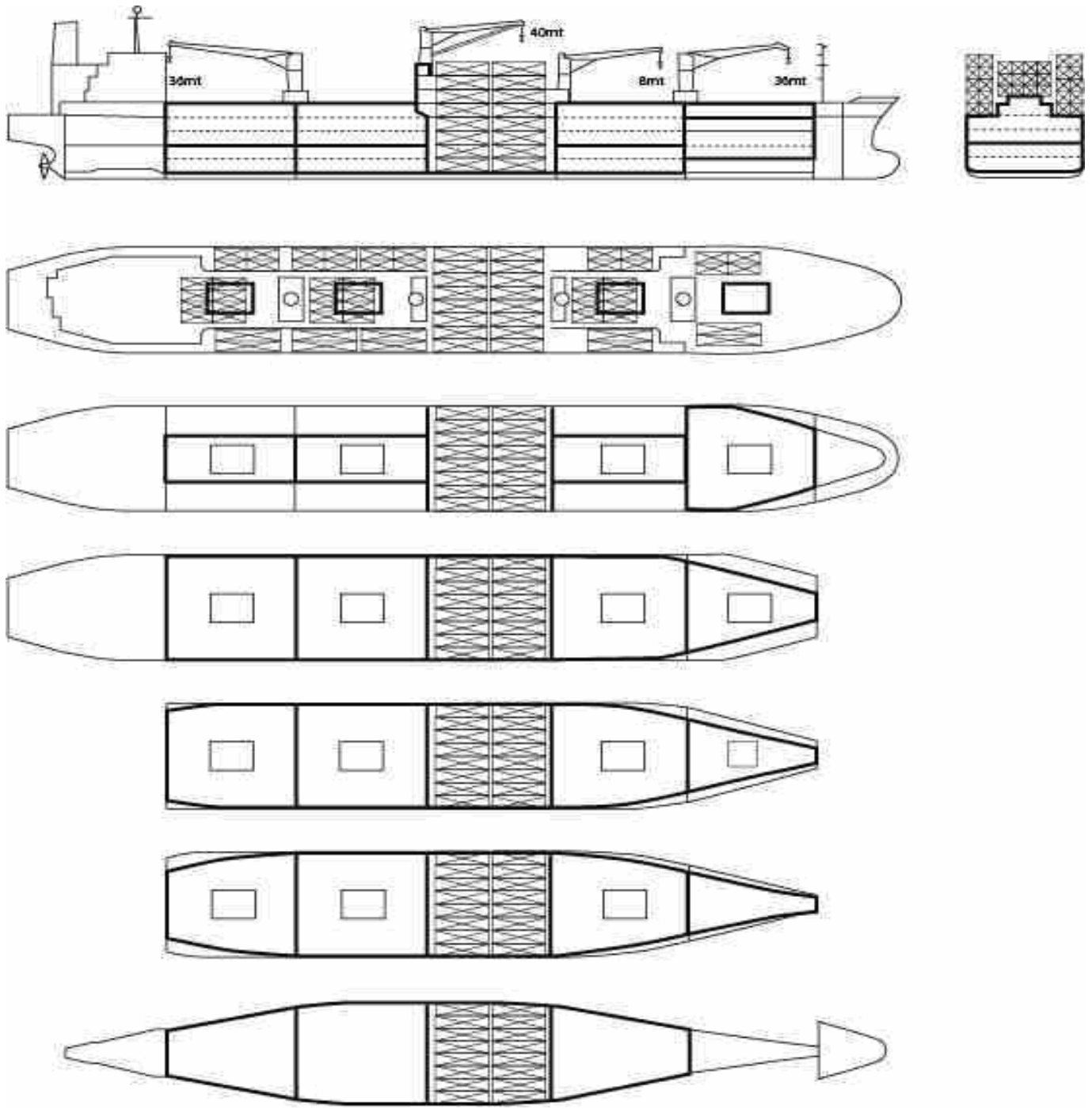
Vessel participates in fuel testing program. Samples are taken during each fuel from each supplied grade. Costs involved to be equally shared between Owners and Charterers. Vessel shall not consume any supplied fuel without having received full fuel analysis report confirming the fuel's quality.

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

