SEATRADE WHITE

Homogeneous 1,580 TEU@14mt

General

Built	December-2016
Flag	Liberia
Port of Registry	Monrovia
Callsign	D5LS2
IMO/Lloyds nr	9756092
Length over all [m]	185.00
Beam [m]	30.00
Depth [m]	16.50
Bowthruster(s)	1 x 1,200kW

	GT	NT
International	24,901.00	9,207.00
Panama Canal		22,039.00
Suez Canal		22,271.14

	Draft	DWAT
Tropical	0.00	0
Summer	10.00	27,200
Winter	0.00	0
Design	9.00	22,380

Classification Details

Classification Society	Bureau Veritas (BV)
Main Class symbols	I, +Hull, +Mach
Service Notations	Container Ship
Navigation Notations	Unrestricted Navigation
Additional Class Notations	CPS(WBT), +AUT-UMS(SS), +SYS-NEQ-1(SS), GREEN PASSPORT, CLEANSHIP, SEEMP, INWATERSURVEY
Machinery	+MACH
Equivalent Finnish/Swedish Ice Strenghtening	-

Cargo Gear

3 Cranes x 45.0 mt

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Container slot flexibility

	Holds	Deck & Hatches	Total
20'x8'6"(+40'x8'6")	888 (0)	1,368 (0)	2,256 (0)
40'x8'6"(+20'x8'6")	430 (28)	668 (8)	1,098 (36)
40'x9'6"(+20'x8'6")	362 (28)	618 (8)	980 (36)

320 x 45' on deck

Homogeneous intake of TEU's of 14mt: 1,580

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/or Cargo Securing Manual.

Under stowage

26 x 20' units are required as understowage when loading upto full capacity with 40' units.
In the holds the 40' reefer slots overstow 14 x 40' non reefer slots.
Check container plan for the details.

Reefer Plugs

Deck:	358
Holds:	314
Total:	672

Cooling Water Plugs

Vessel is equipped with 340 water cooling plugs in holds 1-5.
The use of water cooling is optional in holds 2-5, but will reduce fuel consumption. Alternatively mechanical air supply of 4500 m3/h/cont with direct distribution to reefer stowage places in hold is provided for cargo holds No.2 - No.5.

Remote Reefer Monitoring System

Type:	PCT
Maker:	Refcon
Version:	6
RDC handheld available:	Yes

Fittings

Fully cellularized for 40' containers in holds. 2 x 20' units can be loaded in one 40' cell.
Designated bays for 20' units.
Fitted with loosed lashings for 20'/40' units (OSHA).
Type of twistlocks: Full-automatic.
Cargo holds are prepared for loading up to the 5th tier 9'6'' reefer containers including access for maintenance.

Permissible Stackloads

Deck/Hatches:	70 / 100 mt per 20' / 40' stack
Holds:	144 / 180 mt per 20' / 40' stack
Except hatch1 fwd:	60 / 90 mt oer 20' / 40' stack




All figures believed to be correct, but without guarantee

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Template: C-V180201

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Hatch sizes

Hold	Hatches # / Type		Position	length x width	Panels #	Position	length x width	Panels #
1	2	Pontoon	Fwd	12.64 x 15.66/10.95	2			
			Aft	12.64 x 20.82	2			
2	2	Pontoon	Fwd	12.64 x 25.80	2			
			Aft	12.64 x 25.80	2			
3	2	Pontoon	Fwd	12.64 x 25.80	2			
			Aft	12.64 x 25.80	2			
4	2	Pontoon	Fwd	12.64 x 25.80	2			
			Aft	12.64 x 25.80	2			
5	1	Pontoon	Centre	12.64 x 25.80	2			

Pontoon type hatch covers are weather-tight, open/closed with non-sequential operating and divided adequate to the division of container rows in the holds. The panels are not interchangeable.
Hatch 1 Fwd: 22.5 mt each panel
Hatch 1 Aft: 31 mt each panel
All other hatches: 37 mt each panel
Maximum panel weight including fixed fittings, bottom twist-locks and turnbuckles is 40 mt.




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Speed & Consumption

Laden — **Draft condition** **Forward:** 9.00 **Aft:** 9.00

Speed	ME HFO	ME MGO	Slow Steaming
12.50	15.30	0.00	No
18.50	47.50	0.00	No

Auxiliary consumptions excl cargo

	A/E's	Boiler
HFO	3.00	0.00
MGO	0.00	0.00

In Port

Auxiliary consumptions excl cargo

	A/E's	Boiler
HFO	2.50	1.00
MGO	0.00	0.10

- 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 Douglass sea state 2 and maximum Beaufort windforce scale 2 wind speed.
- Additional MGO may be used for starting/stopping engines and/or manouvring and/or in narrow and/or restricted waters and/or in extreme weather conditions.
- All descriptions exclude consumption for reefer containers connected to vessel's electrical system. 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 additional fuel consumption of about 30 kg/container/24hrs when maintaining temperatures to be taken into account. Port consumptions exclude consumption for the use of vessel's gear.
- Port consumptions are based on vessel alongside berth without cargo gear in operation. Manoeuvring consumptions are excluded.
- Auxiliary consumption up to 27 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

Engines

		sMCR	Generator
M/E	Hudong MAN B&W 6G60ME-C9	13,100kW @ 97 rpm	-
A/E	HiMSEN 9H21/32	1,980kW @ 900 rpm	2,351kVA / 1,890kW
A/E	HiMSEN 6H21/32	1,320kW @ 900 rpm	1,567kVA / 1,260kW
A/E	HiMSEN 6H21/32	1,320kW @ 900 rpm	1,567kVA / 1,260kW
A/E	HiMSEN 9H21/32	1,980kW @ 900 rpm	2,351kVA / 1,890kW




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Bunker Tank Capacities

	Cbm (100%)	Cbm at max filling level*	mt**
Bunkertanks dedicated for High Sulphur RMG380 (IFO380)	1,652	1,487	1,473
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	442	398	381
Total bunker capacity for RMG380 (IFO380)	**2,094**	**1,885**	**1,855**
Bunkertanks dedicated for Low Sulphur DMA (MGO)	129	116	100
Total bunker capacity for DMA (MGO)	**129**	**116**	**100**

**) 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 depend ao on specific gravity and temperature of the supplied bunkers.*

All bunker capacity figures are 'about'

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.




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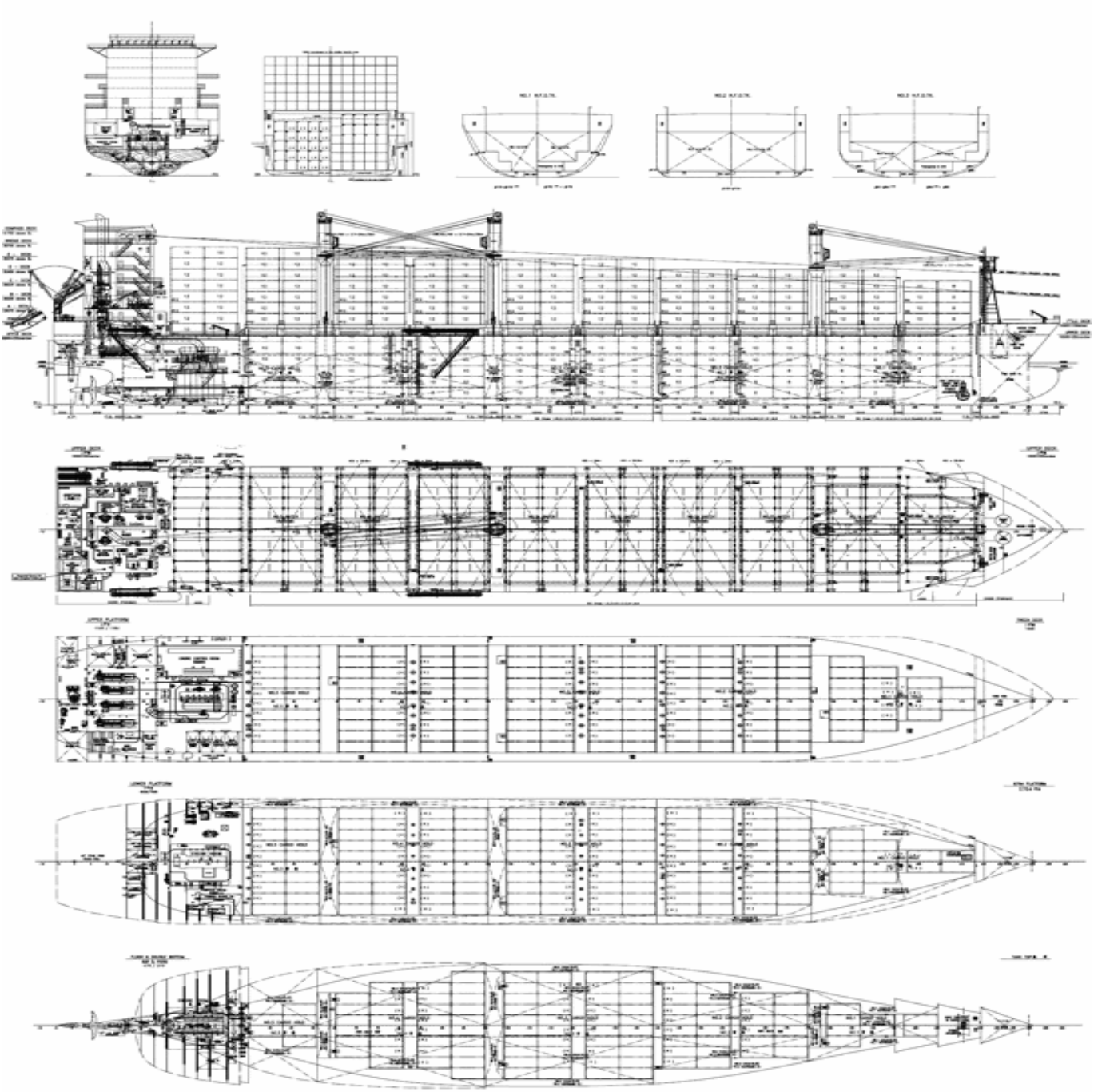
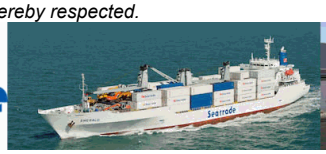


General Remarks

- Nominal Container Intake is based on maximum available empty standard (8'6") container slots whereby IMO visibility rules are respected.
- Effective Container Intake is based on the Nominal Container Intake but then for laden containers with the indicated weight whereby max stackweights are respected.
- Homogeneous TEU Intake at 14 mt is a theoretical figure based on standard (8'6") 20 ft containers of 14 mt, homogeneously loaded with the vertical center of gravity at 45% of the container height. The requirements for minimum stability and maximum draft are hereby respected.



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