

# ATLANTIC ACANTHUS

504,511 cbft / 5,759 sqm / 5,800 pallets



## General

Built	March-1999	International	<b>GT</b>	<b>NT</b>
Flag	Bahamas	Panama Canal	9,649.00	5,349.00
Port of Registry	Nassau	Suez Canal		8,142.00
Callsign	C6ZG7			8,815.11
IMO/Lloyds nr	9189897		<b>Draft</b>	<b>DWAT</b>
Length over all [m]	144.52	Tropical	9.37	12,251
Beam [m]	21.80	Summer	9.18	11,788
Depth [m]	13.10	Winter	8.98	11,338
Bowthruster(s)	-			

## Reefer

Holds	4
Hatches	4
Compartments	16
Minimum Deckheight [m]	
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 - 1B - 1C D - 2A B - 2C D - 3A B - 3C D - 4A B - 4C D
Temperature range [dC]	-30/+12
Air circulations [/hr]	90/60/45
Air renewals [/hr]	2
USDA equipped	Yes, valid until 14-January-2026
Controlled Atmosphere	CA pre-piped
Modified Atmosphere	No equipment on board



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## Classification Details

Classification Society	Nippon Kaiji Kyokai (NKK)
Classification characters	NS*(Eq CV)/MNS*
Installation characters	RMC*.CA(-30/32 eqF for ACh.CA), CHG, MPP, LSA, RCF, AFS
Special Description	
Other Classification	
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	35,388	378.94	35,942	400.56	36,223	407.32	36,081	405.54	143,634	1,592.36
B	27,011	301.96	34,141	400.92	35,862	427.90	35,605	423.37	132,619	1,554.15
C	20,256	228.68	30,424	355.41	34,748	416.44	32,344	372.02	117,772	1,372.55
D	17,494	209.84	29,071	320.01	35,736	417.11	28,185	292.96	110,486	1,239.92
<b>Total</b>	<b>100,149</b>	<b>1,119.42</b>	<b>129,578</b>	<b>1,476.90</b>	<b>142,569</b>	<b>1,668.77</b>	<b>132,215</b>	<b>1,493.89</b>	<b>504,511</b>	<b>5,758.98</b>

### Hold 1- 4 Legend

Non insulated Deck, air passes through (aka Spar Deck)

Insulated, air tight Deck or Tanktop

Non Insulated, air tight Deck

## Hatch sizes

	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 6.60	8.10 x 6.60	8.10 x 6.60
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

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	88	0	120	28
Max Stackweight	Standard	88	0	120	28
Max Stackweight - Self-sustained	Standard	88	0	120	28
<u>Reefer Hold</u>					
Empty Positions	Standard	0	0	0	0
Max Stackweight	Standard	0	0	0	0
Max Stackweight - Self-sustained	Standard	0	0	0	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.



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## Standard Voyage Container Carrying Capacity

Nr of High Cube (9.5') Reefers      72  
of which Selfsustained                68

'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        80

## Cargo Gear

2 Cranes x 36.0 mt  
2 Cranes x 8.0 mt

## Bunker Tank Capacities

	<u>Cbm (100%)</u>	<u>Cbm at max filling level*</u>	<u>mt**</u>
Overflow/Settling/Daytanks for RMG380 (IFO380)	10	0	0
ULS	205	174	173
VLS	1,217	1,034	1,025
<b>Total bunker capacity for RMG380 (IFO380)</b>	<b>1,432</b>	<b>1,208</b>	<b>1,197</b>
ULS	156	132	114
<b>Total bunker capacity for DMA (MGO)</b>	<b>156</b>	<b>132</b>	<b>114</b>

\*) 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.

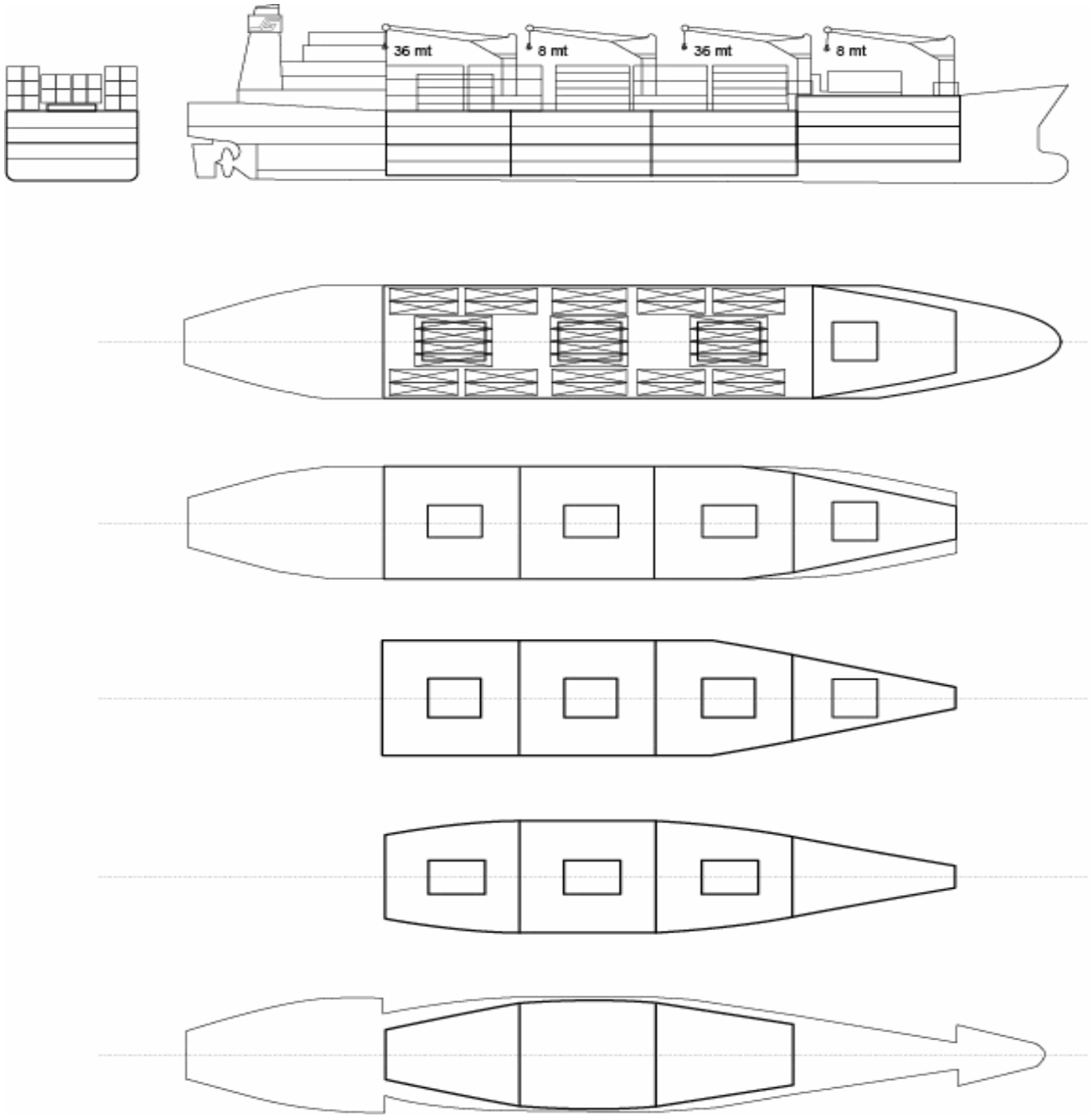
If vessel is redelivered in an ECA area, Charterers warrant that vessel will be redelivered with sufficient bunkers suitable for consumption as per the requirements of the relevant ECA area to reach a port or place where suitable bunkers may be supplied.

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.



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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

