

# COLD STREAM

456,785 cbft / 5,217 sqm / 5,950 pallets



## General

Built	February-1994	International	<b>GT</b>	<b>NT</b>
Flag	Liberia	Panama Canal	8,414.00	4,542.00
Port of Registry	Monrovia	Suez Canal		7,729.00
Callsign	D5YZ4			7,388.32
IMO/Lloyds nr	9051791		<b>Draft</b>	<b>DWAT</b>
Length over all [m]	140.00	Tropical	9.51	10,534
Beam [m]	22.00	Summer	9.32	10,086
Depth [m]	13.40	Winter	9.12	9,643
Bowthruster(s)	1			

## Reefer

Holds	4
Hatches	4
Compartments	15
Minimum Deckheight [m]	
Allowable weight of forklift including cargo	maximum 6 mt (Forklift to be equipped with minimum 4 non hard rubber airtyres)
Temperature zones	9
Cooling sections	1A - 1B - 1C - 2A B - 2C D - 3A B - 3C D - 4A B - 4C D
Temperature range [dC]	-25/+12
Air circulations [/hr]	90
Air renewals [/hr]	4
USDA equipped	Yes, valid until 30-April-2023
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, +MACH
Service Notations	Refrigerated cargo ship
Navigation Notations	Unrestricted Navigation
Additional Class Notations	+REF-CARGO-AIRCONT
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	36,059	351.80	37,941	431.00	35,880	409.00	38,024	434.50	147,904	1,626.30
B	24,246	264.00	34,930	410.70	33,565	398.50	34,945	399.00	127,686	1,472.20
C	15,413	159.10	33,080	389.40	34,333	412.30	31,960	364.00	114,786	1,324.80
D			21,236	254.50	25,347	302.80	19,826	236.70	66,409	794.00
<b>Total</b>	<b>75,718</b>	<b>774.90</b>	<b>127,187</b>	<b>1,485.60</b>	<b>129,125</b>	<b>1,522.60</b>	<b>124,755</b>	<b>1,434.20</b>	<b>456,785</b>	<b>5,217.30</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	7.00 x 11.00	7.00 x 11.00	7.00 x 11.00	7.00 x 11.00
A	7.00 x 11.00	7.00 x 11.00	7.00 x 11.00	7.00 x 11.00
B	7.00 x 8.00	7.00 x 11.00	7.00 x 11.00	7.00 x 11.00
C		7.00 x 11.00	7.00 x 11.00	7.00 x 11.00



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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	117	12	238	0
Max Stackweight	Standard	114	8	180	0
Max Stackweight - Self-sustained	Standard	114	8	180	0
Empty Positions	High Cube	113	12	238	0
Max Stackweight	High Cube	110	8	180	0
Max Stackweight - Self-sustained	High Cube	110	8	180	0
<u>Reefer Hold</u>					
Empty Positions	Standard	0	0	57	0
Max Stackweight	Standard	0	0	57	0
Max Stackweight - Self-sustained	Standard	0	0	57	0
Empty Positions	High Cube	0	0	57	0
Max Stackweight	High Cube	0	0	57	0
Max Stackweight - Self-sustained	High Cube	0	0	57	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.

## Standard Voyage Container Carrying Capacity

Nr of High Cube (9.5') Reefers 100  
of which Self-sustained 100

'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 106

## Cargo Gear

4 Cranes x 20.0 mt or 2 x 40.0 mt in Twin



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## Bunker Tank Capacities

	<u>Cbm (100%)</u>	<u>Cbm at max filling level*</u>	<u>mt**</u>
Overflow/Settling/Daytanks for RMG380 (IFO380)	22	18	17
ULS	162	138	137
VLS	1,252	851	843
<b>Total bunker capacity for RMG380 (IFO380)</b>	<b>1,436</b>	<b>1,006</b>	<b>997</b>
ULS	186	157	135
<b>Total bunker capacity for DMA (MGO)</b>	<b>186</b>	<b>157</b>	<b>135</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 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.

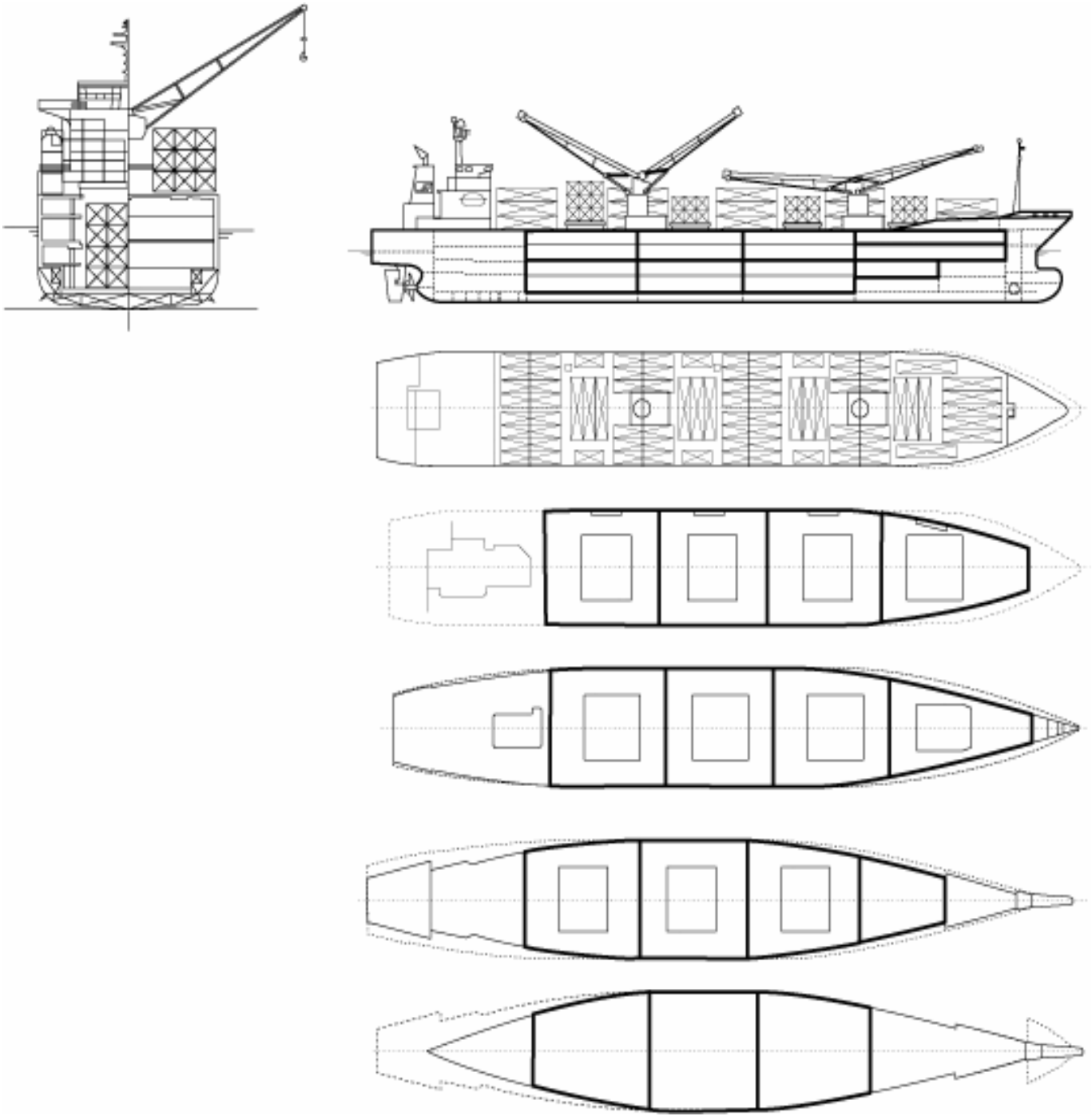
If vessel is redelivered in an ECA area, Charterers warrant that vessel will be redelivered with sufficient bunkers suitable for consumption as per the requirements of the relevant ECA area to reach a port or place where suitable bunkers may be supplied.

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

