GREENSEA CAREFREE SHIPPING

ORANGE FROST

General

			GT	NT
Built	January-2018	International	7,139.00	3,163.00
Flag	Dutch	Panama Canal		0.00
Port of Registry	Willemstad	Suez Canal		0.00
Callsign	PJGI			
IMO/Lloyds nr	9797656		**Draft**	**DWAT**
Length over all [m]	137.01	Tropical	0.00	0
Beam [m]	20.50	Summer	7.15	8,726
Depth [m]	10.30	Winter	0.00	0
Bowthruster(s)	1			

Reefer

Holds	4
Hatches	4
Compartments	11
Minimum Deckheight [m]	2.15 (excl local areas). except comp 1B which is min 1.80m
Allowable weight of forklift including cargo	maximum 4 mt (Forklift to be equiped with minimum 4 non hard rubber airtyres)
Temperature zones	7
Cooling sections	1A - 2A - 2BC - 3A - 3BC - 4A - 4BC
Temperature range [dC]	-50/0
Air circulations [/hr]	0
Air renewals [/hr]	0
USDA equipped	Not USDA fitted
Controlled Atmosphere	None
Modified Atmosphere	No equipment on board

Description issued: 09-May-2023

Template: R-V221227

Classification Details

Classification Society	Nippon Kaiji Kyokai (NKK)
Classification characters	NS*(NC), MNS*
Installation characters	RMC*(-50/32 eqFT for ACh), CHG, MPP, LSA, RCF, AFS
Special Description	-
Other Classification	-
Equivalent Finnish/Swedish	
Ice Strenghtening	-

Reefer Compartment Capacity Breakdown

	Hold 1		Hold 2		Hold 3		Hold 4		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
A	22,807	344.00	27,753	246.00	27,738	350.00	27,457	346.00	105,755	1,286.00
B	20,370	206.00	27,538	346.00	28,017	368.00	25,416	354.00	101,341	1,274.00
C			32,259	302.00	31,538	330.00	23,560	254.00	87,357	886.00
Total	43,177	550.00	87,550	894.00	87,293	1,048.00	76,433	954.00	294,453	3,446.00

Hold 1- 4 Legenda

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	5.60 x 5.90	5.60 x 5.90	5.60 x 5.90	5.60 x 5.90
A		-		
B		-		

Container Carrying Capacity	Max FEU's	Add. TEU's	Max TEU's	Add. FEU's

'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

8 Derricks x 5.0 mt or 4 x 3.0 mt in Union Purchase

Bunker Tank Capacities

	Cbm (100%)	Cbm at max filling level*	mt**
VLS	1,321	1,189	1,178
Total bunker capacity for RMG380 (IFO380)	**1,321**	**1,189**	**1,178**
ULS	592	532	458
Total bunker capacity for DMA (MGO)	**592**	**532**	**458**

**) 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 specifice gravity and temperature of the supplied bunkers.*

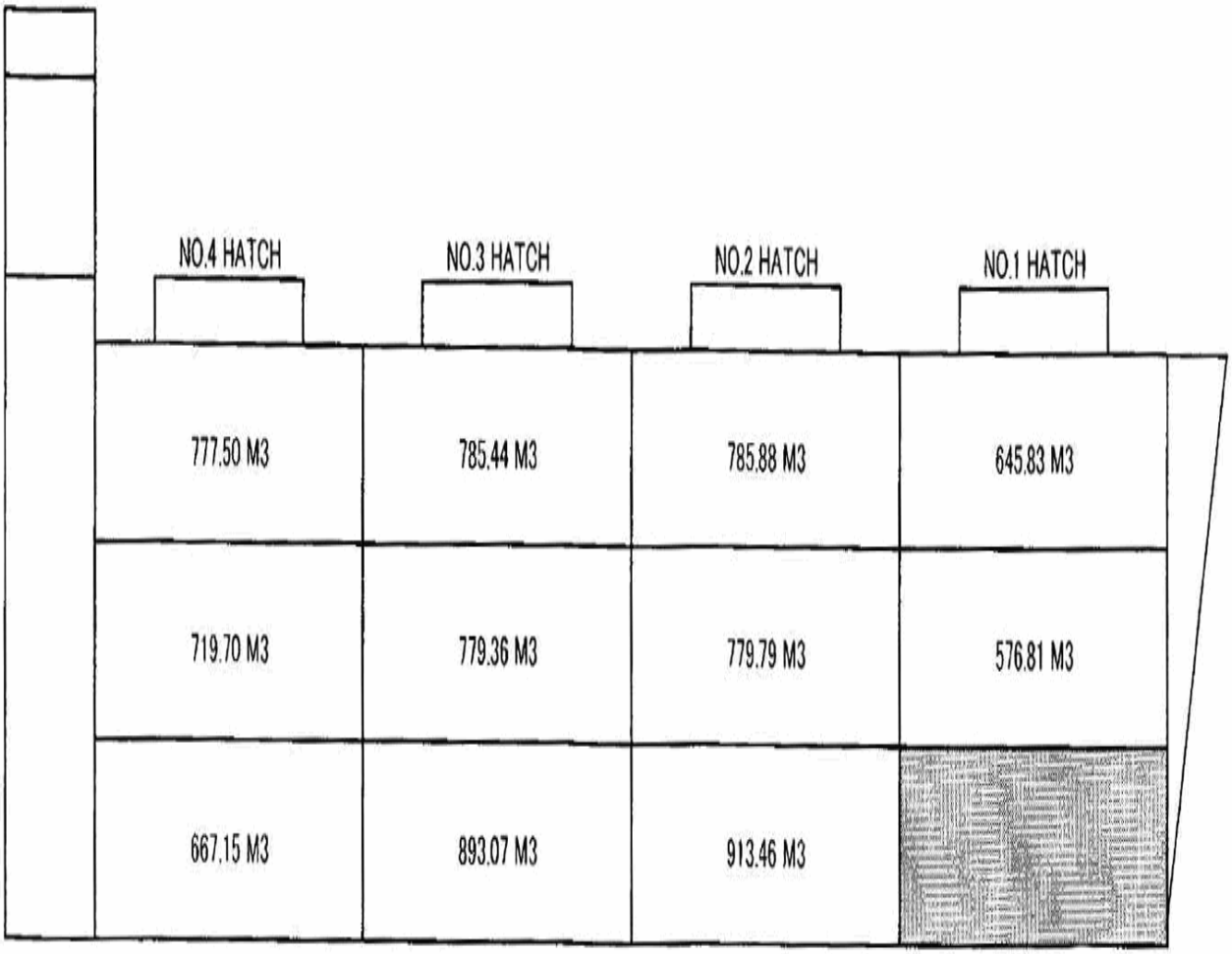
Vessel to be solely supplied with fuels as per ISO 8217:2010 or any subsequent amendment thereof. All supplied fuels shall be suitable to enable main propulsion and auxiliary machinery to operate efficiently and without harmful effects and in line with any national and/or international requirements. 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.



All figures believed to be correct, but without guarantee