



General

| | | | | |
|---------------------|---------------|---------------|-----------------------|-----------------------|
| Built | November-2018 | International | GT 7,139.00 | NT 3,163.00 |
| Flag | Panama | Panama Canal | | 0.00 |
| Port of Registry | Panama | Suez Canal | | 0.00 |
| Callsign | HOA7580 | | | |
| IMO/Lloyds nr | 9797917 | | Draft | DWAT |
| Length over all [m] | 137.01 | Tropical | 0.00 | 0 |
| Beam [m] | 20.50 | Summer | 7.15 | 8,694 |
| Depth [m] | 10.30 | Winter | 0.00 | 0 |
| Bowthruster(s) | 1 | | | |

Reefer

| | |
|--|---|
| Holds | 4 |
| Hatches | 4 |
| Compartments | 11 |
| Minimum Deckheight [m] | 0.00 (excl local areas). |
| Allowable weight of forklift including cargo | maximum 5 mt (Forklift to be equiped with minimum 4 airtyres) |
| Temperature zones | 4 |
| Cooling sections | 1A - 1B - 2A - 2B - 2C - 3A - 3B - 3C - 4A - 4B - 4C |
| Temperature range [dC] | -33/0 |
| Air circulations [/hr] | 0 |
| Air renewals [/hr] | 0 |
| USDA equipped | Not USDA fitted |
| Controlled Atmosphere | None |
| Modified Atmosphere | No equipment on board |

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 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 | 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

| | <u>Cbm (100%)</u> | <u>Cbm at max filling level*</u> | <u>mt**</u> |
|--|-------------------|--------------------------------------|--------------|
| 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 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.

| | NO.4 HATCH | NO.3 HATCH | NO.2 HATCH | NO.1 HATCH |
|--|------------|------------|------------|------------|
| | 777.50 M3 | 785.44 M3 | 785.88 M3 | 645.83 M3 |
| | 719.70 M3 | 779.36 M3 | 779.79 M3 | 576.81 M3 |
| | 667.15 M3 | 893.07 M3 | 913.46 M3 | |