



General

Built	March-1990	International	GT 4,666.00	NT 2,145.00
Flag	Bahamas	Panama Canal		4,134.41
Port of Registry	Nassau	Suez Canal		3,953.98
Callsign	C6FT6			
IMO/Lloyds nr	8807636		Draft	DWAT
Length over all [m]	108.80	Tropical		
Beam [m]	16.40	Summer	6.75	4,797
Depth [m]	9.80	Winter		
Bowthruster(s)	-			

Reefer

Holds	3
Hatches	3
Compartments	10
Minimum Deckheight [m]	2.20 (excl local areas).
Allowable weight of forklift including cargo	maximum 5 mt (Forklift to be equipped with minimum 4 non hard rubber airtyres)
Temperature zones	6
Cooling sections	1FC - 1A - 1B - 1C - 2A - 2B - 2C - 3A - 3B - 3C
Temperature range [dC]	-25/+12
Air circulations [/hr]	90
Air renewals [/hr]	2
USDA equipped	Yes, certificate expired
Controlled Atmosphere	None
Modified Atmosphere	No equipment on board

Classification Details

Classification Society	Lloyd'S Register (LR)
Classification	+100A1
Hull Notation	
Machinery Notation	+LMC, UMS, +Lloyds RMC
Equivalent Finnish/Swedish Ice Strengthening	-

Reefer Compartment Capacity Breakdown

	Hold 1		Hold 2		Hold 3		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
FC	21,613	258.00					21,613	258.00
A	23,096	250.00	23,025	265.00	24,509	284.00	70,630	799.00
B	17,940	213.00	22,001	261.00	23,767	284.00	63,708	758.00
C	12,148	138.00	21,860	248.00	22,143	252.00	56,151	638.00
Total	74,797	859.00	66,886	774.00	70,419	820.00	212,102	2,453.00

Hold 1- 3 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
	l x b	l x b	l x b
Deck	7.50 x 5.20	7.50 x 5.20	7.50 x 5.20
FC	7.50 x 5.20		
A	7.50 x 5.20	7.50 x 5.20	7.50 x 5.20
B	7.50 x 5.20	7.50 x 5.20	7.50 x 5.20

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	4	6	14	0
Max Stackweight	Standard	4	6	14	0
Max Stackweight - Self-sustained	Standard	0	0	0	0
<u>Reefer Hold</u>					
Empty Positions	Standard	0	0	18	0
Max Stackweight	Standard	0	0	18	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.

Standard Voyage Container Carrying Capacity

Nr of High Cube (9.5') Reefers 4
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 14

Cargo Gear

3 Cranes x 5.0 mt

Bunker Tank Capacities

	<u>Cbm (100%)</u>	<u>Cbm at max filling level*</u>	<u>mt**</u>
Overflow/Settling/Daytanks for RMG380 (IFO380)	31	26	26
ULS	82	69	69
VLS	571	485	481
Total bunker capacity for RMG380 (IFO380)	684	581	576
Overflow/Settling/Daytanks for DMB (MDO)	13	11	9
VLS	544	449	382
Total bunker capacity for DMB (MDO)	557	460	391
ULS	92	78	66
Total bunker capacity for DMA (MGO)	92	78	66

*) 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 minimal as per ISO 8217:2017 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. Bunkers supplied in Amsterdam/Velsen/Beverwijk/IJmuiden region must have an origin from a major supplier (BP/Shell/Exxon).

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

