

FUJI BAY

502,514 cbft / 5,858 sqm / 4,710 pallets



General

Built	November-1990	International	GT	NT
Flag	Liberia	Panama Canal	9,070.00	5,838.00
Port of Registry	Monrovia	Suez Canal		8,117.29
Callsign	A8OL6			7,895.87
IMO/Lloyds nr	8920141		Draft	DWAT
Length over all [m]	148.50	Tropical	9.61	12,020
Beam [m]	20.60	Summer	9.42	11,540
Depth [m]	12.80	Winter	9.22	11,180
Bowthruster(s)	-			

Reefer

Holds	4
Hatches	4
Compartments	19
Minimum Deckheight [m]	2.20 (excl local areas).
Allowable weight of forklift including cargo	maximum 6 mt (Forklift to be equipped with minimum 4 non hard rubber airtyres)
Temperature zones	8
Cooling sections	1A B - 1C D - 2UPD A B - 2C D - 3UPD A B - 3C D - 4UPD A B - 4C D
Temperature range [dC]	-25/+15
Air circulations [/hr]	90/45/22
Air renewals [/hr]	4
USDA equipped	Yes, valid until 01-October-2026
Controlled Atmosphere	None
Modified Atmosphere	No equipment on board

Classification Details

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



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Reefer Compartment Capacity Breakdown

	Hold 1		Hold 2		Hold 3		Hold 4		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
UPD			8,402	101.24	8,541	103.36	8,541	103.36	25,484	307.96
A	33,333	349.51	34,447	420.80	37,115	459.63	35,258	443.36	140,153	1,673.30
B	21,737	206.26	32,335	376.93	36,526	438.02	35,107	417.14	125,705	1,438.35
C	12,056	141.47	31,075	369.02	38,431	461.52	32,878	378.97	114,440	1,350.98
D	10,934	135.14	25,970	286.07	35,368	414.00	24,460	252.20	96,732	1,087.41
Total	78,060	832.38	132,229	1,554.06	155,981	1,876.53	136,244	1,595.03	502,514	5,858.00

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	10.00 x 7.50	12.60 x 8.20	12.60 x 8.20	12.60 x 8.20
UPD		10.00 x 7.50	10.00 x 7.50	10.00 x 7.50
A	10.00 x 7.50	10.00 x 7.50	10.00 x 7.50	10.00 x 7.50
B	10.00 x 5.00	10.00 x 7.50	10.00 x 7.50	10.00 x 7.50
C	10.00 x 4.50	10.00 x 7.50	10.00 x 7.50	10.00 x 7.50

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	0	0	14	0
Max Stackweight	Standard	0	0	14	0
Max Stackweight - Self-sustained	Standard	0	0	0	0
<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 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 14

Cargo Gear

8 Derricks x 7.0 mt or 4 x 5.0 mt in Union Purchase

Bunker Tank Capacities

	<u>Cbm (100%)</u>	<u>Cbm at max filling level*</u>	<u>mt**</u>
Overflow/Settling/Daytanks for RMG380 (IFO380)	33	28	28
ULS	216	112	111
VLS	777	661	655
Total bunker capacity for RMG380 (IFO380)	1,027	801	794
ULS	142	120	102
Total bunker capacity for DMA (MGO)	142	120	102

*) 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); products sourced from Glencore or Trafigura are explicitly excluded.

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.

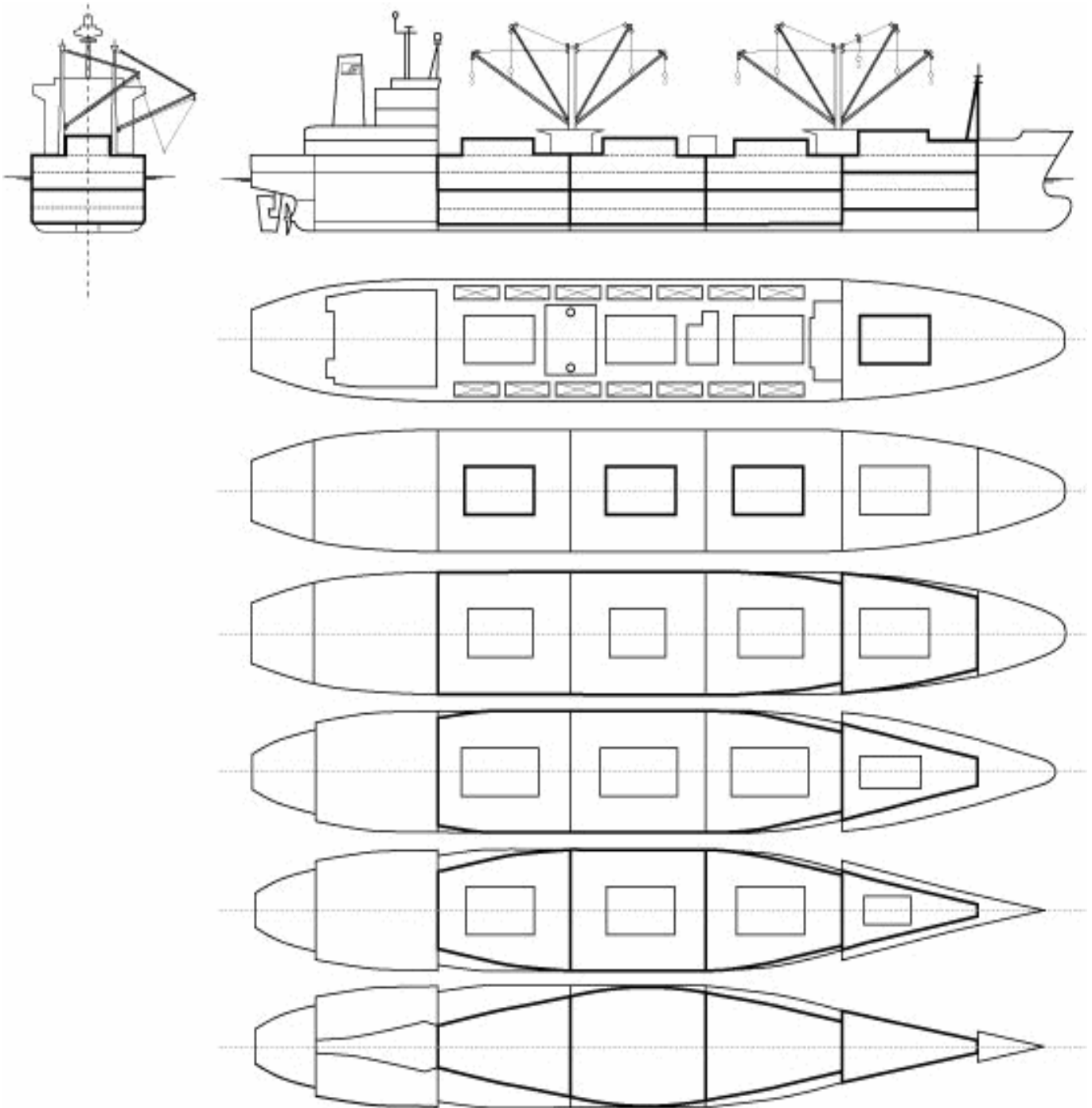
If vessel is redelivered in an ECA area, Charterers warrant that vessel will be redelivered with sufficient bunkers suitable for consumption as per the requirements of the relevant ECA area to reach a port or place where suitable bunkers may be supplied.

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



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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

