



General

Built	September-1996	International	GT 5,110.00	NT 2,314.00
Flag	Bahamas	Panama Canal		4,344.00
Port of Registry	Nassau	Suez Canal		4,398.00
Callsign	C6DI3			
IMO/Lloyds nr	9120205		Draft	DWAT
Length over all [m]	117.50	Tropical		
Beam [m]	17.50	Summer	6.70	5,970
Depth [m]	9.75	Winter		
Bowthruster(s)	1 x 500kW			

Reefer

Holds	4
Hatches	4
Compartments	12
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	5
Cooling sections	1A - 1B - 1C - 2B - 2C - 2D - 3B - 3C - 3D - 4B - 4C - 4D
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		Hold 4		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
A	19,720	203.00							19,720	203.00
A	16,070	183.00	25,540	273.00	25,880	277.00	25,170	268.00	92,660	1,001.00
B	13,580	155.00	22,350	260.00	22,960	267.00	21,760	252.00	80,650	934.00
C			21,900	254.00	23,280	270.00	21,840	263.00	67,020	787.00
Total	49,370	541.00	69,790	787.00	72,120	814.00	68,770	783.00	260,050	2,925.00

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	7.40 x 7.60	7.40 x 7.60	7.40 x 7.60	7.40 x 7.60
A	7.40 x 7.60	-		
A	7.40 x 7.60	7.40 x 7.60	7.40 x 7.60	7.40 x 7.60
B		7.40 x 7.60	7.40 x 7.60	7.40 x 7.60

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	16	9	41	0
Max Stackweight	Standard	16	9	41	0
Max Stackweight - Selfsustained	Standard	0	0	0	0
<u>Reefer Hold</u>					
Empty Positions	Standard	0	0	27	0
Max Stackweight	Standard	0	0	27	0
Max Stackweight - Selfsustained	Standard	0	0	0	0

'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 16
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 41

Cargo Gear

4 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)	52	40	40
ULS	322	274	272
VLS	942	800	793
Total bunker capacity for RMG380 (IFO380)	1,316	1,114	1,104
ULS	731	455	391
Total bunker capacity for DMA (MGO)	731	455	391

**) 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

