



General

| | | | | |
|---------------------|---------------|---------------|-----------------------|-----------------------|
| Built | February-1993 | International | GT 7,313.00 | NT 4,808.00 |
| Flag | Bahamas | Panama Canal | | 6,554.00 |
| Port of Registry | Nassau | Suez Canal | | 6,491.00 |
| Callsign | C6G15 | | | |
| IMO/Lloyds nr | 9047245 | | Draft | DWAT |
| Length over all [m] | 134.02 | Tropical | 7.73 | 8,367 |
| Beam [m] | 20.80 | Summer | 7.57 | 8,044 |
| Depth [m] | 10.17 | Winter | 7.42 | 7,724 |
| Bowthruster(s) | - | | | |

Reefer

| | |
|--|--|
| Holds | 4 |
| Hatches | 4 |
| Compartments | 15 |
| 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 | 8 |
| Cooling sections | 1A - 1B C - 2A B - 2C D - 3A B - 3C D - 4A B - 4C D |
| Temperature range [dC] | -30/+15 |
| Air circulations [/hr] | 90 |
| Air renewals [/hr] | 4 |
| USDA equipped | Yes, certificate expired |
| Controlled Atmosphere | None |
| Modified Atmosphere | No equipment on board |

Classification Details

| | |
|----------------------------|---------------------------|
| Classification Society | Bureau Veritas (BV) |
| Main Class symbols | I |
| Service Notations | + Refrigerated cargo ship |
| Navigation Notations | Unrestricted Navigation |
| Additional Class Notations | +REF-CARGO |
| Machinery | +MACH |
| 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 | 30,048 | 340.85 | 20,569 | 228.12 | 20,438 | 229.59 | 23,714 | 267.46 | 94,769 | 1,066.02 |
| B | 19,090 | 227.30 | 30,875 | 345.89 | 34,494 | 371.23 | 38,662 | 421.78 | 123,122 | 1,366.20 |
| C | 13,966 | 163.27 | 28,378 | 340.93 | 32,265 | 390.72 | 31,418 | 355.05 | 106,028 | 1,249.97 |
| D | | | 23,189 | 270.18 | 30,328 | 354.83 | 23,449 | 237.07 | 76,966 | 862.08 |
| Total | 63,105 | 731.42 | 103,011 | 1,185.12 | 117,525 | 1,346.37 | 117,243 | 1,281.36 | 400,884 | 4,544.27 |

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 | 7.40 x 7.30 | 7.40 x 7.30 | 7.40 x 7.30 | 7.40 x 7.30 |
| A | 7.40 x 7.30 | 7.40 x 7.30 | 7.40 x 7.30 | 7.40 x 7.30 |
| B | 7.40 x 4.90 | 7.40 x 7.30 | 7.40 x 7.30 | 7.40 x 7.30 |
| C | | 7.40 x 7.30 | 7.40 x 7.30 | 7.40 x 7.30 |

| 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 | 6 | 0 | 12 | 0 |
| Max Stackweight | Standard | 6 | 0 | 12 | 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.

Standard Voyage Container Carrying Capacity

Nr of High Cube (9.5') Reefers 6
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 12

Cargo Gear

8 Derricks x 5.0 mt or 4 x 3.5 mt in Union Purchase

Bunker Tank Capacities

| | <u>Cbm (100%)</u> | <u>Cbm at max filling level*</u> | <u>mt**</u> |
|--|-------------------|--------------------------------------|-------------|
| VLS | 991 | 842 | 835 |
| Total bunker capacity for RMG380 (IFO380) | 991 | 842 | 835 |
| ULS | 173 | 147 | 125 |
| Total bunker capacity for DMB (MDO) | 173 | 147 | 125 |

*) 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 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

