GREENSEA CAREFREE SHIPPING

NOVA ZEELANDIA

238,985 cbft / 2,684 sqm / 5,509 mt DWAT

General

Built	April-1986
Flag	Bahamas
Port of Registry	Nassau
Callsign	C6FT4
IMO/Lloyds nr	8514784
Length over all [m]	115.00
Beam [m]	16.80
Depth [m]	9.80
Bowthruster(s)	-

	GT	NT
International	4,440.00	2,655.00
Panama Canal		3,837.08
Suez Canal		3,911.64

	Draft	DWAT
Tropical	7.60	5,735
Summer	7.31	5,509
Winter	7.16	5,284

Reefer

Holds	3
Hatches	3
Compartments	9
Minimum Deckheight [m]	2.20 (excl local areas).
Allowable weight of forklift including cargo	maximum 5 mt (Forklift to be equiped with minimum 4 airtyres)
Temperature zones	6
Cooling sections	1A - 1B|C - 2A - 2B|C - 3A - 3B|C
Temperature range [dC]	-25/+15
Air circulations [/hr]	90
Air renewals [/hr]	4
USDA equipped	Yes, certificate expired
Controlled Atmosphere	None
Modified Atmosphere	No equipment on board

Description issued: 04-July-2024

Template: R-V221227

Classification Details

Classification Society	Bureau Veritas (BV)
Main Class symbols	I, +Hull, +MACH
Service Notations	Refrigerated cargo ship
Navigation Notations	Unrestricted navigation
Additional Class Notations	+REF-CARGO
Machinery	+MACH
Equivalent Finnish/Swedish Ice Strenghtening	-

Reefer Compartment Capacity Breakdown

	Hold 1		Hold 2		Hold 3		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
A	26,874	284.00	32,174	365.00	32,257	367.00	91,305	1,016.00
B	19,305	216.00	29,825	352.00	30,179	354.00	79,309	922.00
C	14,999	164.00	26,633	289.00	26,739	293.00	68,371	746.00
Total	61,178	664.00	88,632	1,006.00	89,175	1,014.00	238,985	2,684.00

Hold 1- 3 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
	l x b	l x b	l x b
Deck	8.00 x 6.00	8.00 x 6.00	8.00 x 6.00
A			
B			

Container Carrying Capacity		Max FEU's	Add. TEU's	Max TEU's	Add. FEU's
On Weather Deck and Hatches					
Empty Positions	Standard	4	0	4	2
Max Stackweight	Standard	4	0	4	2
Empty Positions	High Cube	4	0	4	2
Max Stackweight	High Cube	4	0	4	2
Reefer Hold					
Empty Positions	Standard	0	0	0	0
Empty Positions	High Cube	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	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 6

Cargo Gear

6 Derricks x 4.0 mt or 3 x 4.0 mt in Union Purchase

Bunker Tank Capacities

	Cbm (100%)	Cbm at max filling level*	mt**
Overflow/Settling/Daytanks for RMG380 (IFO380)	9	8	7
ULS	159	135	134
VLS	707	601	595
Total bunker capacity for RMG380 (IFO380)	**875**	**743**	**737**
Overflow/Settling/Daytanks for DMB (MDO)	5	5	4
VLS	74	63	53
Total bunker capacity for DMB (MDO)	**79**	**67**	**57**
ULS	74	63	53
Total bunker capacity for DMA (MGO)	**74**	**63**	**53**

**) 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 specifice 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."

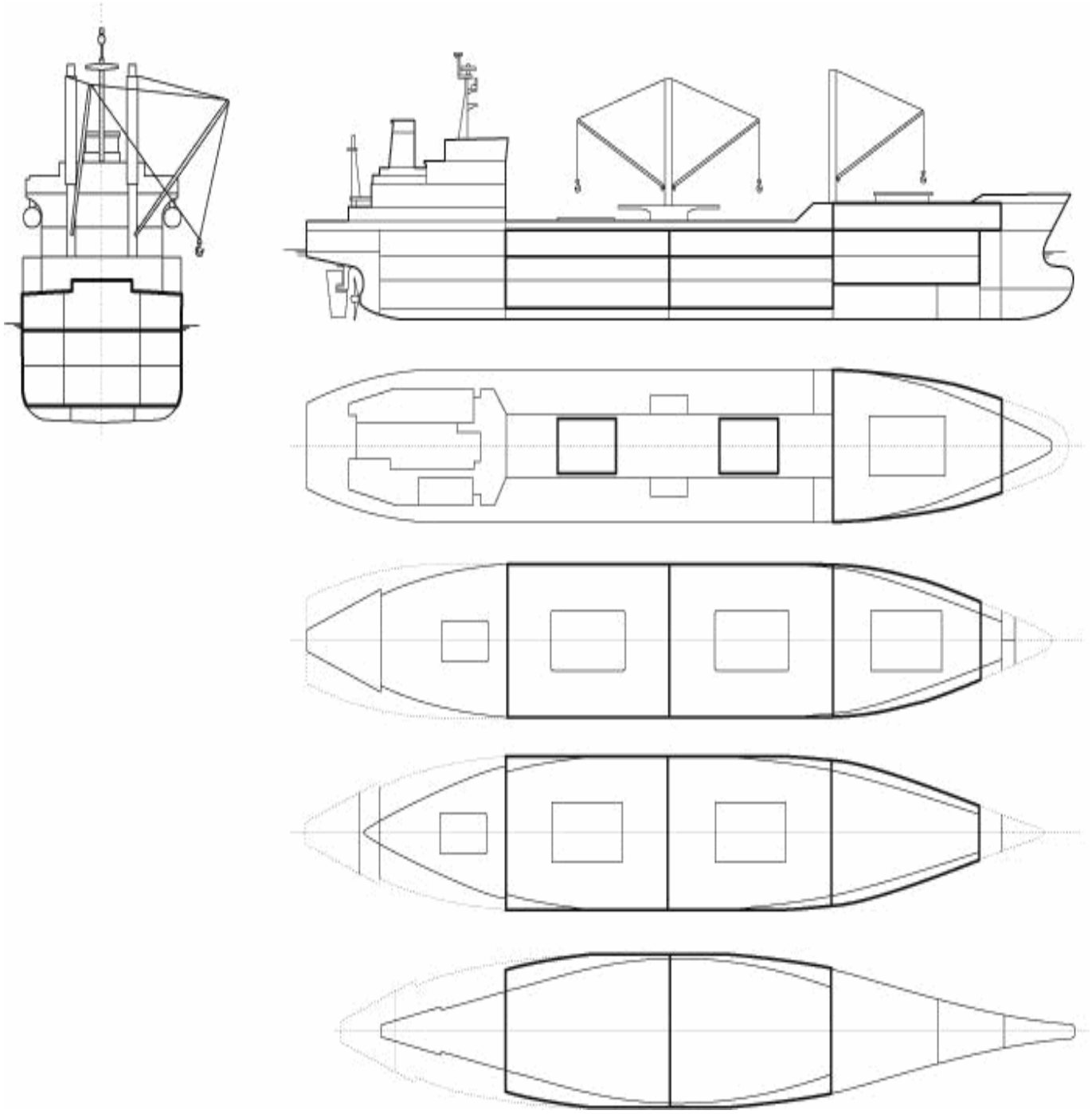
BIMCO Bunker Fuel Sulphur Content clause for Time Charter parties 2004 to apply.

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

NOVA ZEELANDIA

238,985 cbft / 2,684 sqm / 5,509 mt DWAT



All figures believed to be correct, but without guarantee