

CS QUALITY

617,919 cbft / 6,882 sqm / 5,210 pallets



General

Built	March-2008	International	GT	NT
Flag	Singapore	Panama Canal	13,800.00	6,724.00
Port of Registry	Singapore	Suez Canal		12,244.00
Callsign	9V9355			12,285.00
IMO/Lloyds nr	9438494		Draft	DWAT
Length over all [m]	162.50	Tropical	0.00	0
Beam [m]	26.00	Summer	9.72	13,193
Depth [m]	14.10	Winter	0.00	0
Bowthruster(s)	-			
Exhaust Gas Scrubber	Open Loop			

Reefer

Holds	4
Hatches	4
Compartments	15
Minimum Deckheight [m]	2.30 (excl local areas).
Allowable weight of forklift including cargo	maximum 7 mt (Forklift to be equipped with minimum 4 non hard rubber airtyres)
Temperature zones	8
Cooling sections	1FC - 1A - 1B - 2A - 2B - 2C - 2D - 3A - 3B - 3C - 3D - 4A - 4B - 4C - 4D
Temperature range [dC]	-25/+15
Air circulations [/hr]	90
Air renewals [/hr]	2
USDA equipped	Yes, certificate expired
Controlled Atmosphere	CA pre-piped
Modified Atmosphere	No equipment on board



CS QUALITY

617,919 cbft / 6,882 sqm / 5,210 pallets

Classification Details

Classification Society Nippon Kaiji Kyokai (NKK)
 Classification characters NS*(EQ C V & DG, 1C)(PSCM)(IHM) MNS*
 Installation characters RMC*.CA(-25/32 eqF for ACh.CA), CHG, MPP, LSA, RCF, M0, AFS, BWM
 Special Description
 Other Classification
 Equivalent Finnish/Swedish
 Ice Strengthening -

Reefer Compartment Capacity Breakdown

	Hold 1		Hold 2		Hold 3		Hold 4		Total	
	Cbft	Sqm								
FC	55,861	589.70							55,861	589.70
A	30,356	325.70	54,141	560.30	54,099	560.50	52,506	541.70	191,102	1,988.20
B	18,420	212.00	43,557	495.40	49,614	563.60	45,538	517.80	157,129	1,788.80
C			37,338	446.00	45,997	550.80	37,321	445.80	120,656	1,442.60
D			30,533	350.90	33,849	390.30	28,789	332.00	93,171	1,073.20
Total	104,637	1,127.40	165,569	1,852.60	183,559	2,065.20	164,154	1,837.30	617,919	6,882.50

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	12.60 x 10.30	12.60 x 10.30	12.60 x 10.30	12.60 x 10.30
FC	12.60 x 10.30	-		
A	9.60 x 6.00	12.60 x 10.30	12.60 x 10.30	12.60 x 10.30
B		12.60 x 10.30	12.60 x 10.30	12.60 x 10.30
C		0.00 x 10.30	12.60 x 10.30	12.60 x 10.30



CS QUALITY

617,919 cbft / 6,882 sqm / 5,210 pallets

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	220	0	324	58
Max Stackweight	Standard	171	0	0	0
Max Stackweight - Selfsustained	Standard	171	0	0	0
Empty Positions	High Cube	220	0	324	58
Max Stackweight	High Cube	171	0	0	0
Max Stackweight - Selfsustained	High Cube	171	0	0	0
<u>Reefer Hold</u>					
Empty Positions	Standard	56	0	112	0
Max Stackweight	Standard	56	0	112	0
Max Stackweight - Selfsustained	Standard	56	0	112	0
Empty Positions	High Cube	56	0	112	0
Max Stackweight	High Cube	56	0	112	0
Max Stackweight - Selfsustained	High Cube	56	0	112	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 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 200

Cargo Gear

2 Cranes x 40.0 mt or 8.0 mt in high speed modus
2 Cranes x 8.0 mt or 3.5 mt in high speed modus

Exhaust Gas Scrubber

Type of scrubber: Open Loop
Lowest sulphur% in exhaust gasses based on fuels with max sulphur contents of 3.5%: 0.10 %



CS QUALITY

617,919 cbft / 6,882 sqm / 5,210 pallets

Bunker Tank Capacities

	<u>Cbm (100%)</u>	<u>Cbm at max filling level*</u>	<u>mt**</u>
ULS	272	245	242
VLS	2,013	1,812	1,795
Total bunker capacity for RMG380 (IFO380)	2,285	2,056	2,038
ULS	340	306	263
Total bunker capacity for DMA (MGO)	340	306	263

*) 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



