FEGULUS

526,141 cbft / 5,849 sqm / 5,350 pallets

General

			GT	NT
Built	June-1993	International	10,374.00	5,253.00
Flag	Bahamas	Panama Canal		8,516.00
Port of Registry	Nassau	Suez Canal		8,529.13
Callsign	C6DD4			
IMO/Lloyds nr	9055709		**Draft**	**DWAT**
Length over all [m]	150.01	Tropical	9.26	10,991
Beam [m]	22.50	Summer	9.07	10,545
Depth [m]	13.20	Winter	8.88	10,104
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 equiped 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]	- 30/+13 DC
Air circulations [/hr]	90
Air renewals [/hr]	3
USDA equipped	Yes, certificate expired
Controlled Atmosphere	CA pre-piped
Modified Atmosphere	No equipment on board

All figures believed to be correct, but without guarantee

Description issued: 22-March-2025

Template: R-V221227

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Classification Details

Classification Society	Bureau Veritas (BV)
Main Class symbols	NS*(Eq CV)/MNS*
Service Notations	RMC*.CA(-30/32 eqF for ACh), CHG, MPP, LSA, RCF, AFS
Navigation Notations	-
Additional Class Notations	-
Machinery	
Equivalent Finnish/Swedish	
Ice Strenghtening	-

Reefer Compartment Capacity Breakdown

	Hold 1		Hold 2		Hold 3		Hold 4		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
FC	38,907	375.00							38,907	375.00
A	26,754	261.00	42,960	440.00	43,960	459.00	45,524	462.00	159,198	1,622.00
B	16,994	178.00	35,333	419.00	38,631	462.00	37,360	444.00	128,318	1,503.00
C			31,582	379.00	38,254	461.00	34,842	413.00	104,678	1,253.00
D			27,744	314.00	36,438	434.00	30,858	348.00	95,040	1,096.00
Total	82,655	814.00	137,619	1,552.00	157,283	1,816.00	148,584	1,667.00	526,141	5,849.00

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	13.20 x 8.90	13.20 x 10.50	13.20 x 10.50	13.20 x 10.50
FC	13.00 x 10.30	-		
A	9.80 x 6.50	13.00 x 10.30	13.00 x 10.30	13.00 x 10.30
B		-	13.00 x 10.30	13.00 x 10.30
C		13.00 x 10.30	13.00 x 10.30	13.00 x 10.30




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Container Carrying Capacity		Max FEU's	Add. TEU's	Max TEU's	Add. FEU's
On Weather Deck and Hatches					
Empty Positions	Standard	67	0	154	0
Max Stackweight	Standard	46	0	92	0
Max Stackweight - Selfsustained	Standard	46	0	92	0
Empty Positions	High Cube	67	0	154	0
Max Stackweight	High Cube	46	0	92	0
Max Stackweight - Selfsustained	High Cube	46	0	92	0
Reefer Hold					
Empty Positions	Standard	54	0	108	0
Max Stackweight	Standard	54	0	108	0
Max Stackweight - Selfsustained	Standard	54	0	108	0
Empty Positions	High Cube	54	0	108	0
Max Stackweight - Selfsustained	High Cube	54	0	108	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	46
of which Selfsustained	46

'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 46

Cargo Gear

2 Cranes x 36.0 mt
2 Cranes x 8.0 mt




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Bunker Tank Capacities

	Cbm (100%)	Cbm at max filling level*	mt**
ULS	197	167	166
VLS	1,314	1,046	1,037
Total bunker capacity for RMG380 (IFO380)	**1,510**	**1,213**	**1,202**
ULS	183	156	145
Total bunker capacity for DMA (MGO)	**183**	**156**	**145**

**) 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); 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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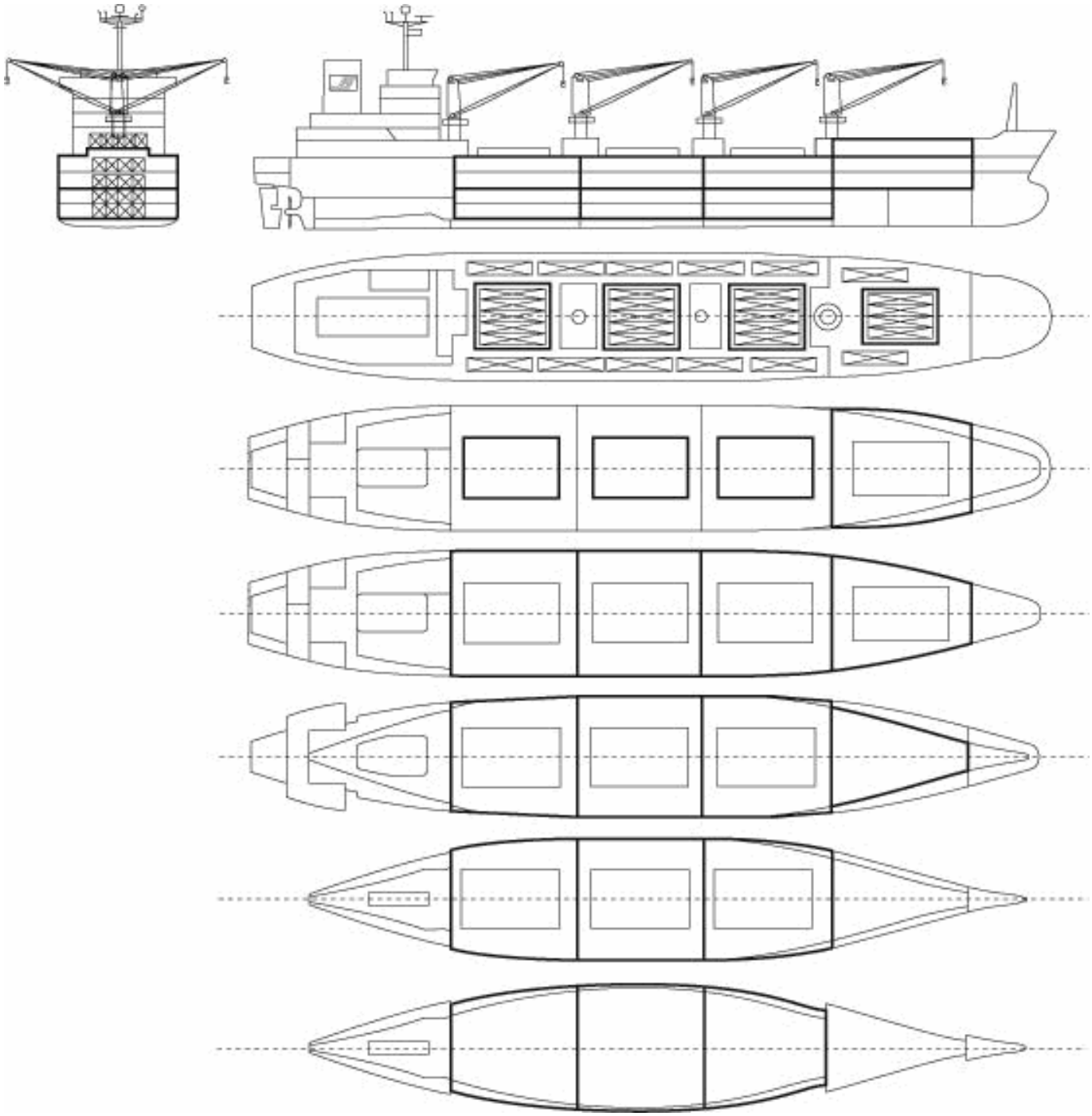

General Remarks

- 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