GREENSEA CAREFREE SHIPPING

SIERRA LAUREL

260,050 cbft / 2,925 sqm / 5,972 mt DWAT

General

Built	January-1998
Flag	Bahamas
Port of Registry	Nassau
Callsign	C6GA3
IMO/Lloyds nr	9163403
Length over all [m]	117.27
Beam [m]	17.50
Depth [m]	9.75
Bowthruster(s)	1 x 500kW

	GT	NT
International	5,100.00	2,314.00
Panama Canal		4,344.00
Suez Canal		4,398.00

	Draft	DWAT
Tropical		
Summer	6.70	5,972
Winter		

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 equiped 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 Strenghtening	-

All figures believed to be correct, but without guarantee

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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
On Weather Deck and Hatches					
Empty Positions	Standard	16	9	41	0
Max Stackweight	Standard	16	9	41	0
Max Stackweight - Selfsustained	Standard	0	0	0	0
Reefer Hold					
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

	Cbm (100%)	Cbm at max filling level*	mt**
Overflow/Settling/Daytanks for RMG380 (IFO380)	52	40	40
ULS	105	89	88
VLS	678	576	571
Total bunker capacity for RMG380 (IFO380)	**834**	**705**	**698**
Overflow/Settling/Daytanks for DMA (MGO)	372	155	133
ULS	541	456	392
Total bunker capacity for DMA (MGO)	**913**	**610**	**525**

**) 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

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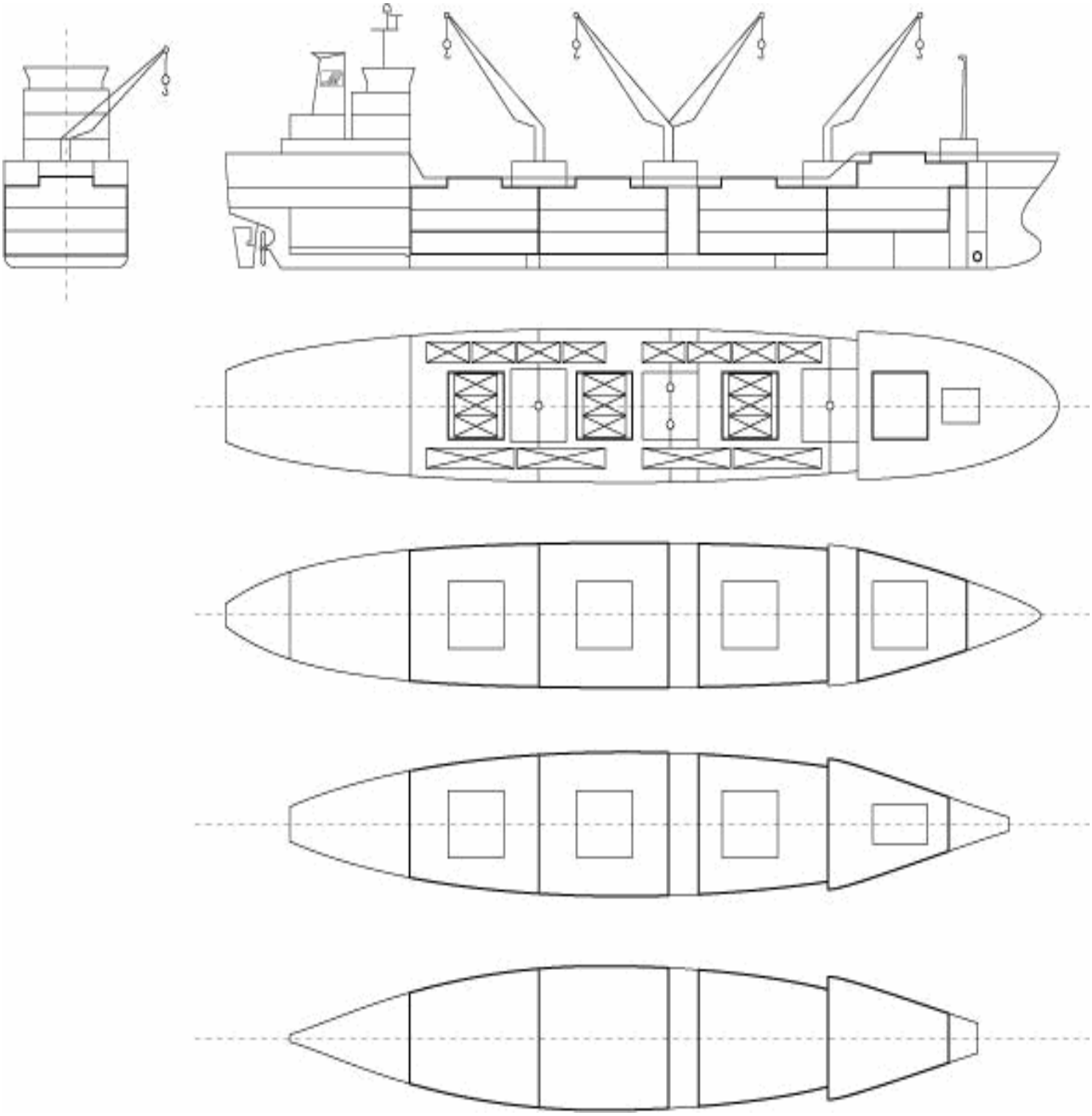

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