

BARRINGTON ISLAND

622,844 cbft / 7,317 sqm / 5,540 pallets



General

Built	September-1993	International	GT	NT
Flag	Bahamas	Panama Canal	14,061.00	6,900.00
Port of Registry	Nassau	Suez Canal		11,902.00
Callsign	C6QK			0.00
IMO/Lloyds nr	9059614		Draft	DWAT
Length over all [m]	179.90	Tropical	0.00	0
Beam [m]	25.20	Summer	9.21	14,140
Depth [m]	13.20	Winter	0.00	0
Bowthruster(s)	-			

Reefer

Holds	4
Hatches	4
Compartments	15
Minimum Deckheight [m]	2.29 (excl local areas).
Allowable weight of forklift including cargo	maximum 6 mt (Forklift to be equipped with minimum 4 non hard rubber airtyres)
Temperature zones	8
Cooling sections	1A - 1B - 1C - 2A - 2B - 2C - 2D - 3A - 3B - 3C - 3D - 4A - 4B - 4C - 4D
Temperature range [dC]	-29/+13
Air circulations [/hr]	90
Air renewals [/hr]	0
USDA equipped	Yes, certificate expired
Controlled Atmosphere	CA pre-piped
Modified Atmosphere	No equipment on board

Classification Details

Classification Society	Lloyd'S Register (LR)
Classification	+100A1
Hull Notation	certified container securing arrangements
Machinery Notation	+LMC, UMS, +Lloyds RMC, SCM, Russian Ice1
Equivalent Finnish/Swedish Ice Strengthening	-



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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	53,042	578.00	53,431	594.00	50,182	559.00	50,358	557.00	207,013	2,288.00
B	33,902	395.00	44,814	548.00	46,333	563.00	46,404	560.00	171,453	2,066.00
C	21,507	263.00	39,305	478.00	46,651	564.00	43,472	528.00	150,935	1,833.00
D			29,982	355.00	35,986	438.00	27,475	337.00	93,443	1,130.00
Total	108,451	1,236.00	167,532	1,975.00	179,152	2,124.00	167,709	1,982.00	622,844	7,317.00

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	13.70 x 10.70	13.70 x 10.70	13.70 x 10.70	13.70 x 10.70
A		-		
B		-		
C		-		

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	157	10	324	0
Max Stackweight	Standard	156	10	322	0
Max Stackweight - Selfsustained	Standard	156	10	322	0
Empty Positions	High Cube	157	10	324	0
Max Stackweight	High Cube	156	10	322	0
Max Stackweight - Selfsustained	High Cube	156	10	322	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	40	0	80	0
Max Stackweight	High Cube	40	0	80	0
Max Stackweight - Selfsustained	High Cube	40	0	80	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.



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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 163

Cargo Gear

3 Cranes x 40.0 mt
4 Pallet Cranes x 8.0 mt

Bunker Tank Capacities

	<u>Cbm (100%)</u>	<u>Cbm at max</u> <u>filling level*</u>	<u>mt**</u>
Overflow/Settling/Daytanks for RMG380 (IFO380)	36	32	32
ULS	387	348	306
VLS	1,694	1,525	1,511
Total bunker capacity for RMG380 (IFO380)	2,117	1,905	1,849
ULS	212	191	164
Total bunker capacity for DMA (MGO)	212	191	164

*) 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.

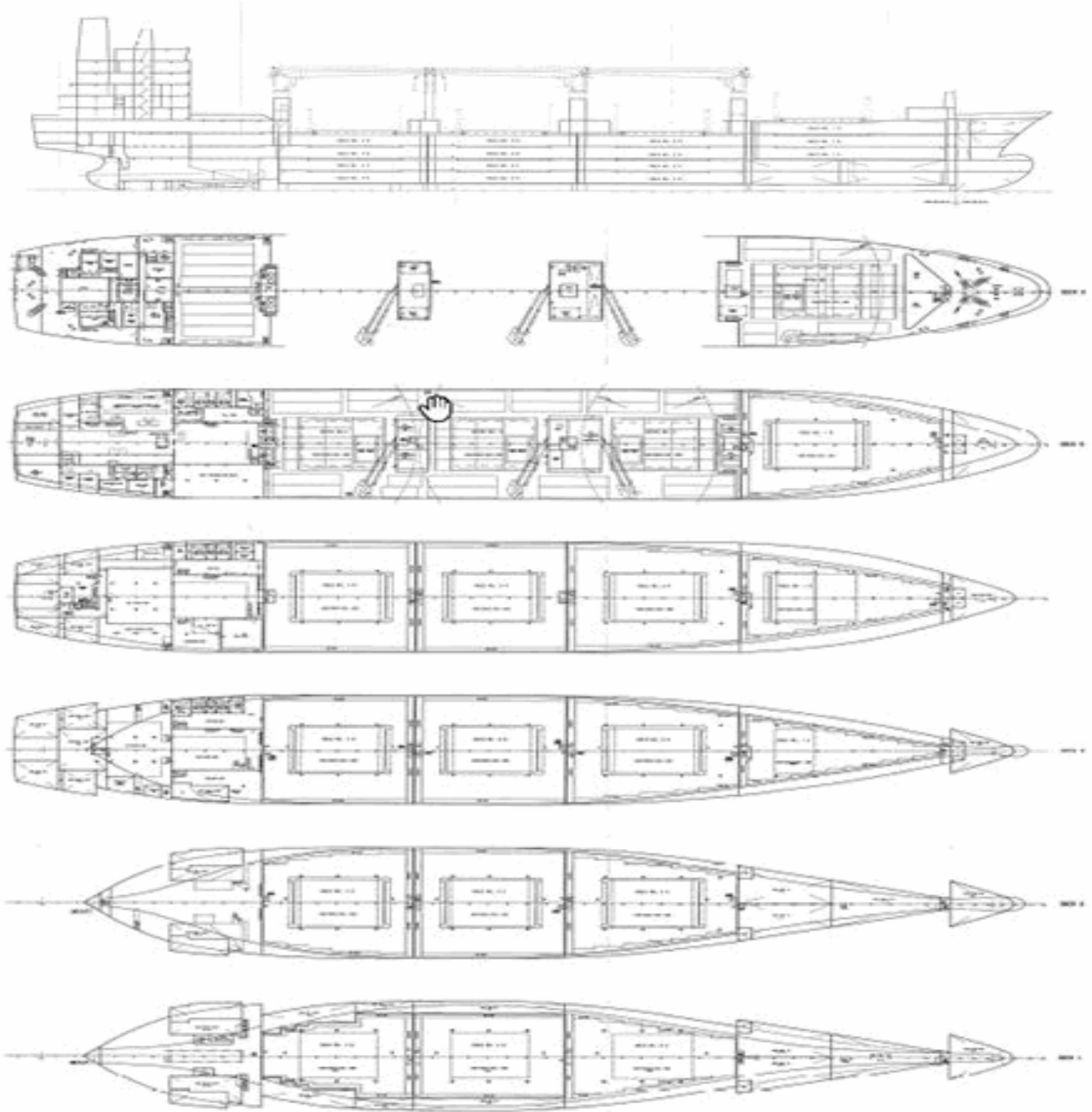
If vessel is redelivered in an ECA area, Charterers warrant that vessel will be redelivered with sufficient bunkers suitable for consumption as per the requirements of the relevant ECA area to reach a port or place where suitable bunkers may be supplied.

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



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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

