

DISCOVERY BAY

534,246 cbft / 5,922 sqm / 6,480 pallets



General

Built	February-1997	International	GT	NT
Flag	Liberia	Panama Canal	8,924.00	4,685.00
Port of Registry	Monrovia	Suez Canal		7,752.00
Callsign	5LJO2			8,009.12
IMO/Lloyds nr	9143740		Draft	DWAT
Length over all [m]	143.00	Tropical		10,400
Beam [m]	22.00	Summer	8.82	10,100
Depth [m]	13.00	Winter		10,000
Bowthruster(s)	1			

Reefer

Holds	4
Hatches	4
Compartments	15
Minimum Deckheight [m]	2.20 (excl local areas).
Allowable weight of forklift including cargo	maximum 6 mt (Forklift to be equiped with minimum 4 non hard rubber airtyres)
Temperature zones	8
Cooling sections	1A B - 1C - 2A B - 2C D - 3A B - 3C D - 4A B - 4C D
Temperature range [dC]	-25/+15
Air circulations [/hr]	90
Air renewals [/hr]	4
USDA equipped	Yes, certificate expired
Controlled Atmosphere	CA pre-piped
Modified Atmosphere	No equipment on board



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Classification Details

Classification Society	Bureau Veritas (BV)
Main Class symbols	I, +HULL, +MACH
Service Notations	+Refrigerated cargo ship, Equiped for carriage of containers
Navigation Notations	Unrestricted Navigation
Additional Class Notations	+REF-CARGO-AIRCONT
Machinery	+MACH
Equivalent Finnish/Swedish	
Ice Strengthening	-

Reefer Compartment Capacity Breakdown

	Hold 1		Hold 2		Hold 3		Hold 4		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
A	42,203	423.60	39,136	457.20	39,260	455.20	40,847	448.80	161,446	1,784.80
B	29,372	303.50	36,548	433.70	38,392	443.10	38,540	437.10	142,852	1,617.40
C	23,456	249.40	36,766	415.60	38,621	455.50	35,422	391.60	134,265	1,512.10
D			30,413	321.20	36,284	394.50	28,986	291.70	95,683	1,007.40
Total	95,031	976.50	142,863	1,627.70	152,557	1,748.30	143,795	1,569.20	534,246	5,921.70

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	7.00 x 8.00	7.00 x 8.00	7.00 x 8.00	7.00 x 8.00
A		-		
B		-		
C		-		



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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		100	0	152	24
Max Stackweight	Standard		100	0	152	24
Max Stackweight - Selfsustained	Standard		100	0	152	24
Empty Positions	High Cube		100	0	152	24
Max Stackweight	High Cube		100	0	152	24
Max Stackweight - Selfsustained	High Cube		100	0	152	24
<u>Reefer Hold</u>						
Empty Positions	Standard		0	0	42	0
Max Stackweight	Standard		0	0	42	0
Max Stackweight - Selfsustained	Standard		0	0	42	0
Empty Positions	High Cube		0	0	42	0
Max Stackweight	High Cube		0	0	42	0
Max Stackweight - Selfsustained	High Cube		0	0	42	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 100
of which Selfsustained 100

'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 100

Cargo Gear

2 Cranes x 40.0 mt
2 Cranes x 10.0 mt



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Bunker Tank Capacities

	<u>Cbm (100%)</u>	<u>Cbm at max filling level*</u>	<u>mt**</u>
Overflow/Settling/Daytanks for RMG380 (IFO380)	238	12	12
ULS	321	273	270
VLS	868	738	691
Total bunker capacity for RMG380 (IFO380)	1,427	1,023	973
Overflow/Settling/Daytanks for DMA (MGO)	12	10	8
ULS	78	66	56
VLS	78	66	56
Total bunker capacity for DMA (MGO)	167	142	120

*) 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.

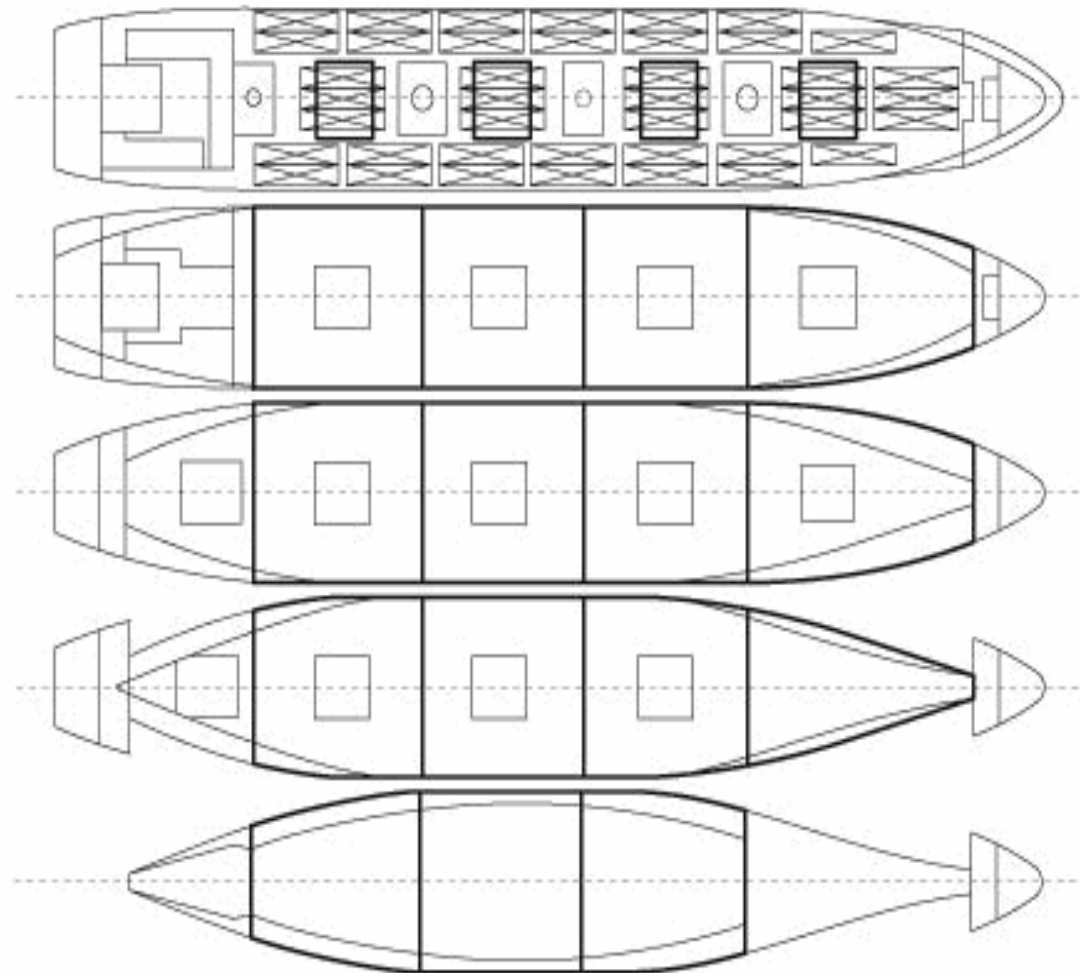
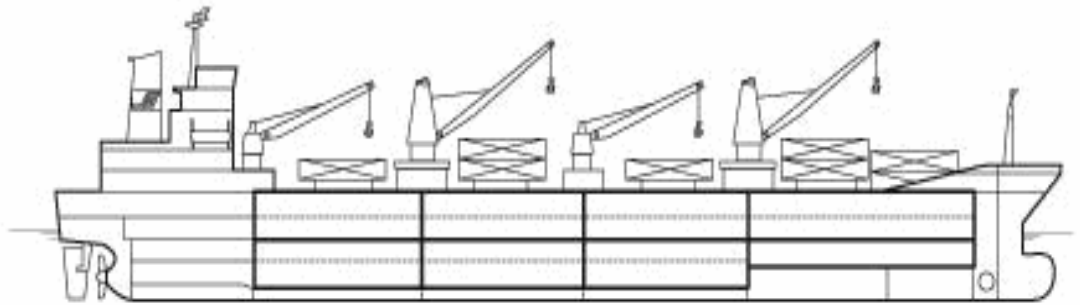
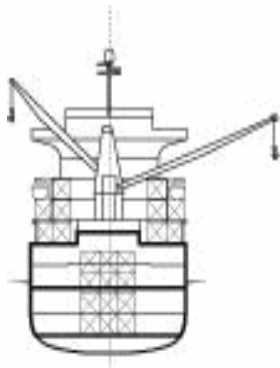
If vessel is redelivered in an ECA area, Charterers warrant that vessel will be redelivered with sufficient bunkers suitable for consumption as per the requirements of the relevant ECA area to reach a port or place where suitable bunkers may be supplied.

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

