

JUICE EXPRESS



General

Built	March-2018	International	GT	NT
Flag	Liberia	Panama Canal	4,364.00	3,902.00
Port of Registry	Monrovia	Suez Canal		3,902.00
Callsign	D5N18			4,521.00
IMO/Lloyds nr	9812456		Draft	DWAT
Length over all [m]	99.90	Tropical	6.24	4,882
Beam [m]	15.40	Summer	6.11	4,701
Depth [m]	8.75	Winter	5.99	4,521
Bowthruster(s)	1			

Reefer

Holds	3
Hatches	0
Compartments	3
Minimum Deckheight [m]	0.00 (excl local areas).
Allowable weight of forklift including cargo	maximum 5 mt (Forklift to be equiped with minimum 4 airtyres)
Temperature zones	3
Cooling sections	1A - 2A - 4A
Temperature range [dC]	H1+2: -10/+2, H4: +2
Air circulations [/hr]	0
Air renewals [/hr]	0
USDA equipped	Not USDA fitted
Controlled Atmosphere	None
Modified Atmosphere	Yes, ship owned MA plant



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Classification Details

Classification Society	Bureau Veritas (BV)
Main Class symbols	I, +Hull, +Mach
Service Notations	Refrigerated cargo ship -equipped for carriage of containers
Navigation Notations	Unrestricted navigation
Additional Class Notations	+AUT-UMS(SS), +SYS-NEQ-1(SS), MON-SHAFT, GREEN PASSPORT, BWT, CLEANSHIP, +REF-CARGO(SS), +REF-CONT(E)(SS), SEEMP, IWS
Machinery	+MACH
Equivalent Finnish/Swedish	
Ice Strengthening	-

Reefer Compartment Capacity Breakdown

	Hold 1		Hold 2		Hold 4		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
A							0	0.00
Total	0	0.00	0	0.00	0	0.00	0	0.00

Hold 1- 3 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 4
	l x b	l x b	l x b
Deck	0.00 x 0.00	0.00 x 0.00	0.00 x 0.00

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	73	13	159	0
Max Stackweight	Standard	45	13	159	0
Max Stackweight - Selfsustained	Standard	45	12	159	0
Empty Positions	High Cube	61	13	159	0
Max Stackweight	High Cube	45	13	159	0
Max Stackweight - Selfsustained	High Cube	45	12	159	0
<u>Container Hold</u>					
Empty Positions	Standard	15	0	30	0
Empty Positions	High Cube	15	0	30	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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Container slot flexibility

	<u>Hold</u>	<u>Deck & Hatches</u>	<u>Total</u>
20'x8'6"(+40'x8'6")	30 (0)	159 (0)	189 (0)
40'x8'6"(+20'x8'6")	15 (0)	73 (13)	88 (13)
40'x9'6"(+20'x8'6")	15 (0)	61 (13)	76 (13)

Homogeneous intake of TEU's of 14mt: 0

Actual intake and distribution always subject to a vessel's stability, trim, bending moments, sheer forces, deadweight, permissible weights, permissible lashing gear break loads, container lashing and stowage plans, ranges of visibility, IMDG stowage/segregation requirements, Panama / Suez Canal Regulations and Cargo Securing Manual.

Reefer Plugs

Deck: 58
Holds: 15
Total: 73

Remote Reefer Monitoring System

Type: None
Maker: N/A
Version:
RDC handheld available: No

Fittings

Permissible Stackloads

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 73

Cargo Gear

1 Crane x 40.0 mt



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Bunker Tank Capacities

	<u>Cbm (100%)</u>	<u>Cbm at max filling level*</u>	<u>mt**</u>
ULS	86	54	54
VLS	437	384	380
Total bunker capacity for RMG380 (IFO380)	524	438	434
ULS	67	48	41
Total bunker capacity for DMA (MGO)	67	48	41

*) 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."

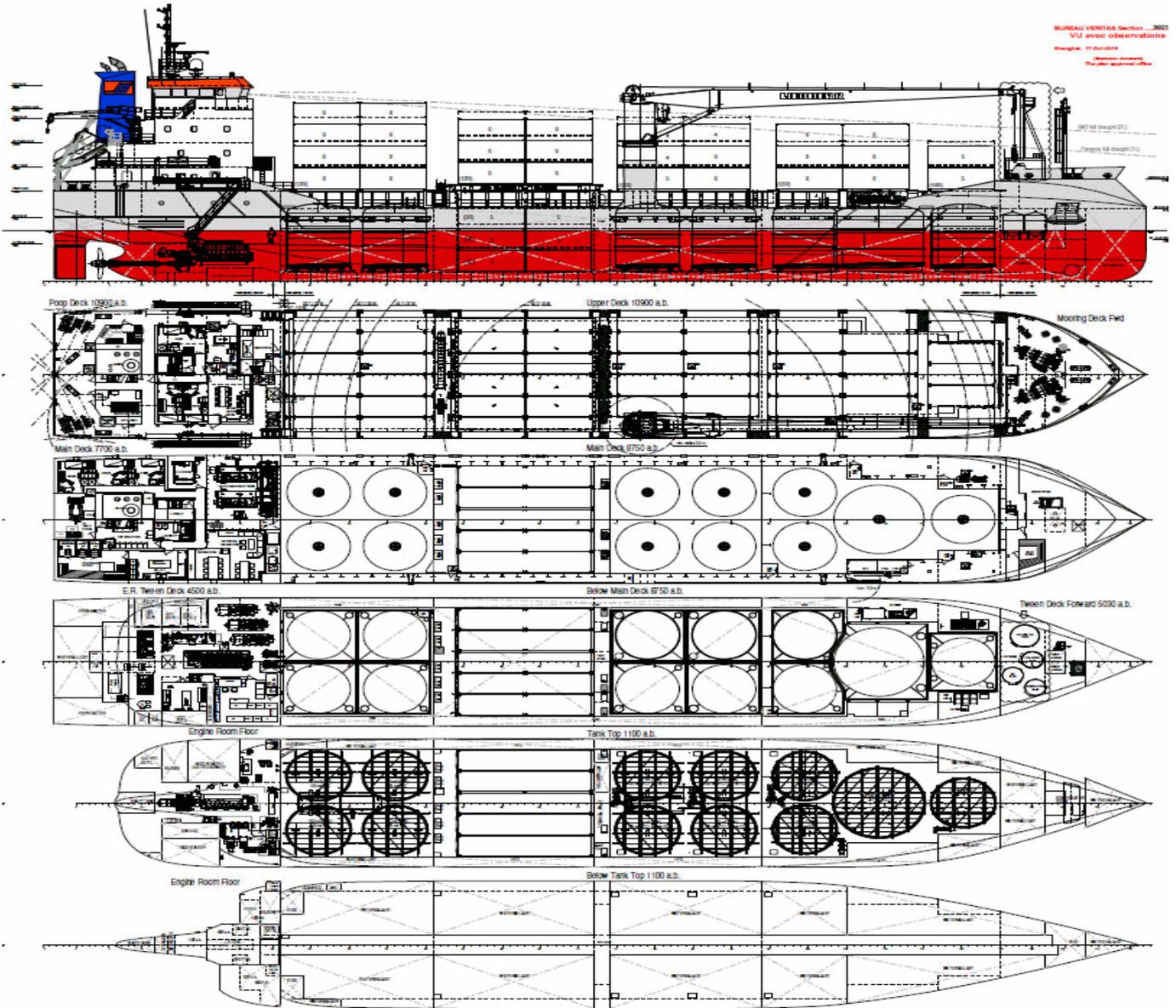
BIMCO Bunker Fuel Sulphur Content clause for Time Charter parties 2004 to apply.

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

