LADY ROSEHIP

560,597 cbft / 6,062 sqm / 4,590 pallets

General

Built	February-2008
Flag	Panama
Port of Registry	Panama
Callsign	3EOZ4
IMO/Lloyds nr	9355044
Length over all [m]	143.00
Beam [m]	22.70
Depth [m]	13.40
Bowthruster(s)	-

	GT	NT
International	9,576.00	5,562.00
Panama Canal		0.00
Suez Canal		0.00

	Draft	DWAT
Tropical	0.00	0
Summer	9.02	10,617
Winter	0.00	0

Reefer

Holds	4
Hatches	4
Compartments	15
Minimum Deckheight [m]	2.30 (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	1A|B - 1C - 2A|B - 2C|D - 3A|B - 3C|D - 4A|B - 4C|D
Temperature range [dC]	-25/+15
Air circulations [/hr]	45/60/90
Air renewals [/hr]	3
USDA equipped	Yes, certificate expired
Controlled Atmosphere	None
Modified Atmosphere	No equipment on board

Classification Details

Classification Society	Nippon Kaiji Kyokai (NKK)
Classification characters	NS*(EQ C V)(IWS)(PSCM)/MNS*
Installation characters	RMC*.CA(-25/32 eqF for ACh), CHG, MPP, LSA, RCF, AFS, BWM
Special Description	
Other Classification	

Description issued: 30-October-2025

Template: R-V221227

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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	43,371	421.68	43,048	488.09	40,567	459.44	43,139	491.06	170,125	1,860.27
B	30,443	309.51	40,147	451.65	38,341	438.84	40,368	451.49	149,299	1,651.49
C	23,182	244.22	39,542	427.27	40,232	457.28	38,193	413.75	141,149	1,542.52
D			31,457	306.76	38,007	399.98	30,560	300.48	100,024	1,007.22
Total	96,996	975.41	154,194	1,673.77	157,147	1,755.54	152,260	1,656.78	560,597	6,061.50

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	6.50 x 7.40	6.50 x 7.40	6.50 x 7.40	6.50 x 7.40
A	6.50 x 7.40	6.50 x 7.40	6.50 x 7.40	6.50 x 7.40
B	6.00 x 6.00	6.50 x 7.40	6.50 x 7.40	6.50 x 7.40
C		6.50 x 7.40	6.50 x 7.40	6.50 x 7.40

Container Carrying Capacity		Max FEU's	Add. TEU's	Max TEU's	Add. FEU's
On Weather Deck and Hatches					
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
Reefer Hold					
Empty Positions	Standard	0	0	24	0
Max Stackweight	Standard	0	0	24	0
Max Stackweight - Selfsustained	Standard	0	0	24	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.

All figures believed to be correct, but without guarantee

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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 100

Cargo Gear

2 Cranes x 40.0 mt
2 Cranes x 8.0 mt

Bunker Tank Capacities

	Cbm (100%)	Cbm at max filling level*	mt**
Overflow/Settling/Daytanks for RMG380 (IFO380)	64	55	54
VLS	1,545	1,313	1,302
Total bunker capacity for RMG380 (IFO380)	**1,610**	**1,368**	**1,356**
ULS	160	136	117
Total bunker capacity for DMA (MGO)	**160**	**136**	**117**

**) 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.

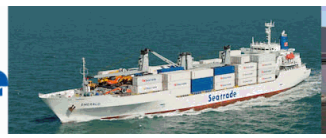
Charterers warrant that whenever bunkers are ordered for the vessel, the order not to put a lien on the vessel and explicitly request "The Products shall not include waste chemicals, waste lubricants and/or other non-fuel components."

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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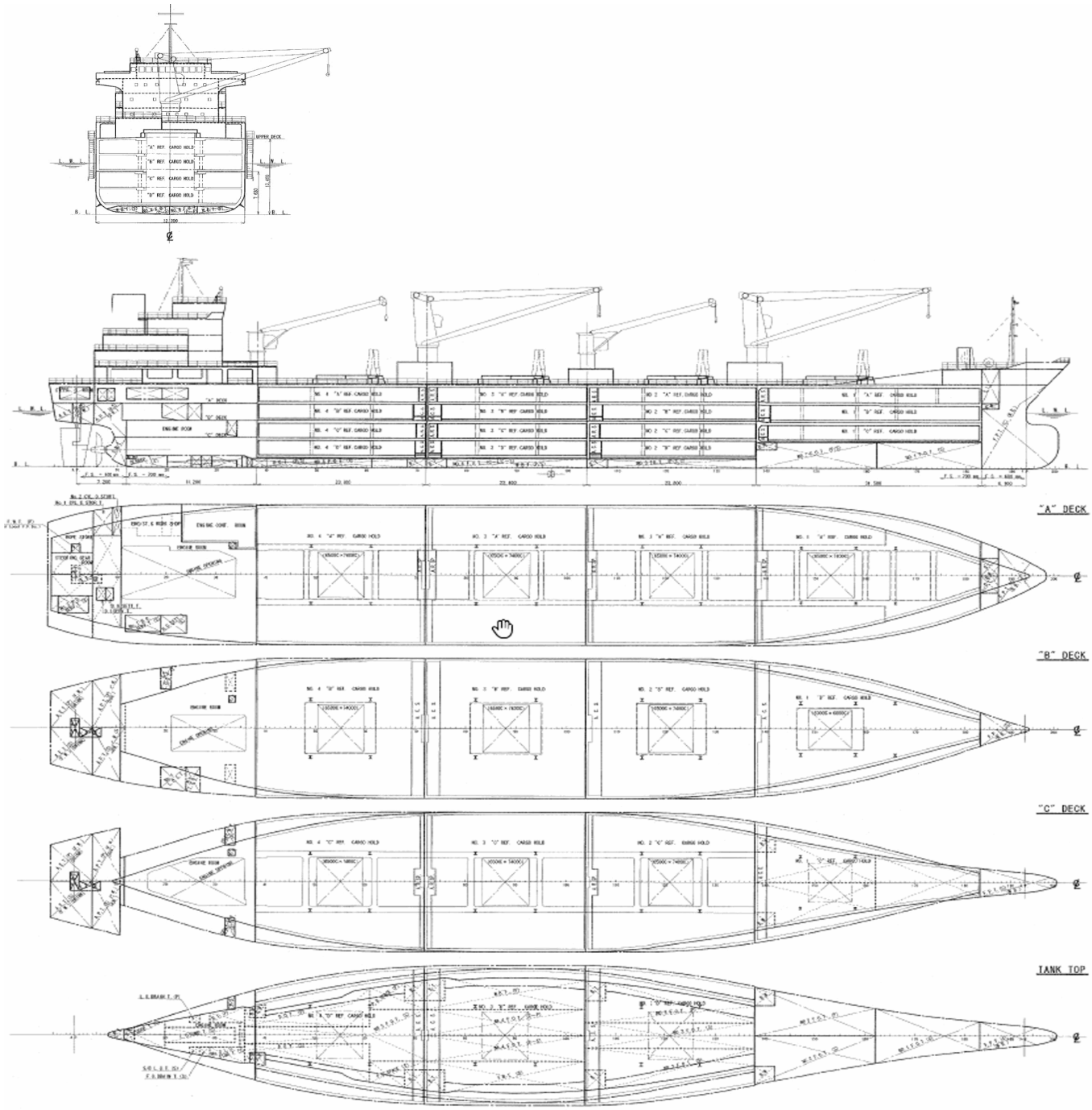

General Remarks

- 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