GREENSEA CAREFREE SHIPPING

ORANGE STRAIT

322,829 cbft / 3,367 sqm / 7,737 mt DWAT

General

Built	April-2019
Flag	Bahamas
Port of Registry	Nassau
Callsign	C6HS8
IMO/Lloyds nr	9795995
Length over all [m]	115.10
Beam [m]	18.00
Depth [m]	10.30
Bowthruster(s)	1

	GT	NT
International	6,088.00	3,470.00
Panama Canal		0.00
Suez Canal		0.00

	Draft	DWAT
Tropical	0.00	0
Summer	7.83	7,737
Winter	0.00	0

Reefer

Holds	4
Hatches	4
Compartments	12
Minimum Deckheight [m]	2.40 (excl local areas).
Allowable weight of forklift including cargo	maximum 9 mt (Forklift to be equiped with minimum 4 non hard rubber airtyres)
Temperature zones	4
Cooling sections	1A - 1B - 1C - 2A - 2B - 2C - 3A - 3B - 3C - 4A - 4B - 4C
Temperature range [dC]	-25/+5
Air circulations [/hr]	60
Air renewals [/hr]	1.5
USDA equipped	Yes, certificate expired
Controlled Atmosphere	None
Modified Atmosphere	No equipment on board

Description issued: 14-October-2025

Template: R-V221227

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Classification Details

Classification Society	Bureau Veritas (BV)
Main Class symbols	I, +Hull, +Mach
Service Notations	Refrigerated cargo ship
Navigation Notations	Unrestricted navigation
Additional Class Notations	AUT-UMS, MON-SHAFT, unrestricted navigation, INWATERSURVEY, SYS-NEQ-1, SEEMP, REF-Cargo, REFCONT (E), BWT, CLEANSHIP, GREEN PASSPORT, ICE, equipped for the carriage of containers.
Machinery	+MACH
Equivalent Finnish/Swedish Ice Strenghtening	-

Reefer Compartment Capacity Breakdown

	Hold 1		Hold 2		Hold 3		Hold 4		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
A	32,076	314.77	27,984	284.75	27,978	283.93	30,303	309.77	118,342	1,193.23
B	25,028	272.74	25,018	289.16	24,814	288.79	27,209	314.75	102,068	1,165.43
C	22,623	200.81	28,059	282.51	28,050	288.28	23,687	236.68	102,419	1,008.27
Total	79,727	788.31	81,061	856.42	80,841	861.00	81,199	861.20	322,829	3,366.93

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	7.00 x 8.40	7.00 x 8.40	7.00 x 8.40	7.00 x 8.40
A	7.35 x 8.40	7.35 x 8.40	7.35 x 8.40	7.35 x 8.40
B	7.35 x 8.40	7.35 x 8.40	7.35 x 8.40	7.35 x 8.40

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Container Carrying Capacity		Max FEU's	Add. TEU's	Max TEU's	Add. FEU's
On Weather Deck and Hatches					
Empty Positions	Standard	72	0	149	0
Max Stackweight	Standard	63	0	149	0
Max Stackweight - Selfsustained	Standard	0	0	0	0
Empty Positions	High Cube	65	0	130	0
Max Stackweight	High Cube	63	0	130	0
Max Stackweight - Selfsustained	High Cube	0	0	0	0
Reefer Hold					
Empty Positions	Standard	0	0	0	0
Max Stackweight	Standard	0	0	0	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	52
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 52

Cargo Gear

8 Derricks x 7.0 mt or 4 x 7.0 mt in Union Purchase

Bunker Tank Capacities

	Cbm (100%)	Cbm at max filling level*	mt**
ULS	229	183	182
VLS	528	450	446
Total bunker capacity for RMG380 (IFO380)	**757**	**634**	**628**
ULS	93	71	61
Total bunker capacity for DMA (MGO)	**93**	**71**	**61**

**) 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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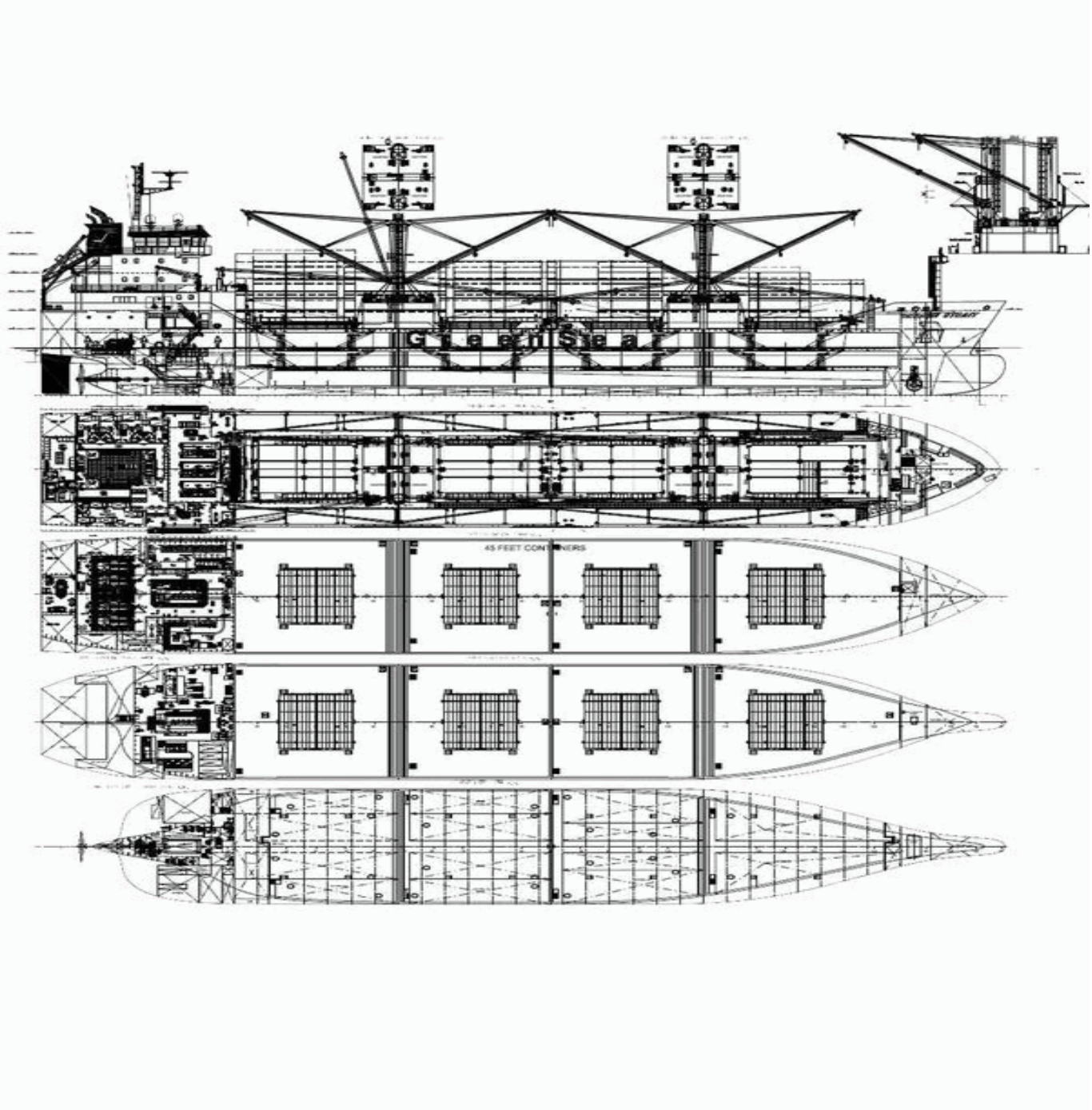

All figures believed to be correct, but without guarantee