



General

Built	September-1989	International	GT 3,999.00	NT 2,619.00
Flag	Dutch	Panama Canal		3,388.00
Port of Registry	Scheveningen	Suez Canal		3,399.00
Callsign	PESF			
IMO/Lloyds nr	8810786		Draft	DWAT
Length over all [m]	107.65	Tropical	7.72	5,625
Beam [m]	16.20	Summer	7.56	5,415
Depth [m]	9.30	Winter	7.40	5,207
Bowthruster(s)	1			

Reefer

Holds	4
Hatches	4
Compartments	16
Minimum Deckheight [m]	2.20 (excl local areas)
Allowable weight of forklift including cargo	maximum 5 mt (Forklift to be equipped with minimum 4 non hard rubber airtyres)
Temperature zones	8
Cooling sections	1 AB 2-3 AB 2-3 CD 4 AB 4 CD
Temperature range [dC]	-25/+12
Air circulations [/hr]	90
Air renewals [/hr]	3
USDA equipped	Yes, certificate expired
Controlled Atmosphere	None
Modified Atmosphere	No equipment on board

Classification Details

Classification Society	Bureau Veritas (BV)
Main Class symbols	I
Service Notations	+Refrigerated cargo ship
Navigation Notations	Unrestricted Navigation
Additional Class Notations	+AUT-UMS, +REF-CARGO
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	12,653	154.00	11,232	136.00	10,711	130.00	15,140	185.00	49,736	605.00
B	18,309	191.00	20,409	234.00	19,603	227.00	21,075	240.00	79,396	892.00
C	13,924	155.00	19,253	228.00	18,966	230.00	16,108	188.00	68,251	801.00
D	11,654	120.00	18,516	201.00	19,654	207.00	14,055	135.00	63,879	663.00
Total	56,540	620.00	69,410	799.00	68,934	794.00	66,378	748.00	261,262	2,961.00

Holds 2 and 3 are separated by a non-insulated wall. Cbft and Sqm breakdown for the compartments in holds 2 and 3 are estimates; the totals equal the official figures in the capacity plans.

Hatch sizes

	Hold 1	Hold 2	Hold 3	Hold 4
	l x b	l x b	l x b	l x b
Deck	8.79 x 8.50	8.79 x 8.50	8.79 x 8.50	8.79 x 8.50
A	7.62 x 8.00	7.62 x 8.00	7.62 x 8.00	7.62 x 8.00
B	5.87 x 8.00	7.26 x 8.00	7.26 x 8.00	6.57 x 8.00
C	6.21 x 5.20	7.61 x 8.00	7.61 x 8.00	6.91 x 8.00

Container Carrying Capacity	Max FEU's	Add. TEU's	Max TEU's	Add. FEU's	
On Weather Deck and Hatches					
Empty Positions	Standard	16	20	52	0
Max Stackweight	Standard	8	0	16	0
Max Stackweight - Selfsustained	Standard	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
Empty Positions	High Cube	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	6
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	6
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Cargo Gear

4 Cranes x 5.0 mt

- All speeds are 'about', all consumptions are 'about', basis clean hull, clean propeller and deep (minimum 7 x deepest draft), currentless water/sea with a temperature of maximum 28 degree Celcius.
- Descriptions are given basis maximum Beaufort 4, maximum 2 meters combined swell and wave height.
- Additional MGO may be used for starting/stopping engines and/or manoeuvring and/or in narrow and/or restricted waters and/or in extreme weather conditions.
- All auxiliary consumptions are based on maintaining cargo temperatures, during reduction period higher consumptions may be recorded.
- All descriptions exclude consumption for carried laden reefer containers. Depending on ao the make and/or type of container, maintenance state of the container, commodity in the container, ambient temperature, use of water cooling, stowage position: as indication an average additional fuel consumption of about 30 kg/container/24hrs when maintaining temperatures to be taken into account.
- Port consumptions are averages for vessel lying alongside berth. Manoevrng consumptions are excluded.
- Auxiliary consumption up to 6 mt/day with all generators fully loaded.
- All Speeds are in knots and all consumptions are in metric tons per 24 hours.
- International and/or local regulations, such as but not limited to ECA's, may require use of other fuel grades than specified.
- Conditions are based on sailing with even keel, unless stated otherwise. Significant trim, especially large negative trim, may have negative impact on the performance.
- All consumption figures are based on ISO 8217 (latest revision) specification fuels with following minimum caloric values:
 - HFO: 40.600 kJ/kg
 - MGO 42.700 kJ/kg

Bunker Tank Capacities

	<u>Cbm (100%)</u>	<u>Cbm at max filling level*</u>	<u>mt**</u>
Bunkertanks dedicated for High Sulphur RMG380 (IFO380)	389	370	366
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	92	88	87
Overflow/Settling/Daytanks for RMG380 (IFO380)	91	16	16
Total bunker capacity for RMG380 (IFO380)	573	474	469
Bunkertanks dedicated for High Sulphur DMA (MGO)	45	38	32
Bunkertanks dedicated for Low Sulphur DMA (MGO)	33	28	24
Overflow/Settling/Daytanks for DMA (MGO)	10	9	7
Total bunker capacity for DMA (MGO)	88	75	64

*) 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 as per ISO 8217:2010 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.

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 quality.

It is Charterers obligation to make sure that fuels with sulphur content higher than 0.5% are either consumed or removed from the vessel at his cost prior 01 January 2020.

