RUNAWAY BAY

516,227 cbft / 5,852 sqm / 4,810 pallets

General

			GT	**NT**
Built	February-1992	International	9,070.00	5,838.00
Flag	Bahamas	Panama Canal		8,091.00
Port of Registry	Nassau	Suez Canal		7,884.27
Callsign	C6FI3			
IMO/Lloyds nr	9019640		**Draft**	**DWAT**
Length over all [m]	148.50	Tropical		
Beam [m]	20.60	Summer	9.42	11,581
Depth [m]	12.80	Winter		
Bowthruster(s)	-			

Reefer

Holds	4
Hatches	4
Compartments	19
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|D - 2UPD|A|B - 2C|D - 3UPD|A|B - 3C|D - 4UPD|A|B - 4C|D
Temperature range [dC]	-25/+15
Air circulations [/hr]	90
Air renewals [/hr]	4
USDA equipped	Yes, valid until 08-December-2026
Controlled Atmosphere	None
Modified Atmosphere	No equipment on board

Seatrade

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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	+REF-CARGO, InWaterSurvey
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
UPD			8,706	103.89	8,593	103.81	8,251	104.12	25,550	311.82
A	34,068	350.40	35,501	426.61	37,219	453.79	36,030	438.40	142,818	1,669.20
B	22,700	209.54	33,719	377.47	38,627	433.74	36,816	409.17	131,862	1,429.92
C	12,377	142.08	31,079	371.42	38,729	457.31	32,770	377.90	114,955	1,348.71
D	11,890	139.94	27,817	288.24	35,837	409.08	25,498	254.65	101,042	1,091.91
Total	81,035	841.96	136,822	1,567.63	159,005	1,857.73	139,365	1,584.24	516,227	5,851.56

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	10.00 x 7.50	12.60 x 8.20	12.60 x 8.20	12.60 x 8.20
UPD		10.00 x 7.50	10.00 x 7.50	10.00 x 7.50
A	10.00 x 7.50	10.00 x 7.50	10.00 x 7.50	10.00 x 7.50
B	10.00 x 7.50	10.00 x 7.50	10.00 x 7.50	10.00 x 7.50
C	7.00 x 4.50	10.00 x 7.50	10.00 x 7.50	10.00 x 7.50

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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		19	0	20	0
Max Stackweight	Standard		19	0	20	0
Max Stackweight - Selfsustained	Standard		0	0	0	0
Empty Positions	High Cube		19	0	20	0
Max Stackweight	High Cube		19	0	20	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   19
  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   29

Cargo Gear

8 Derricks x 7.0 mt or 4 x 5.0 mt in Union Purchase

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Bunker Tank Capacities

	Cbm (100%)	Cbm at max filling level*	mt**
ULS	133	113	112
VLS	894	656	651
Total bunker capacity for RMG380 (IFO380)	**1,027**	**769**	**762**
ULS	142	120	102
Total bunker capacity for DMA (MGO)	**142**	**120**	**102**

*) 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."

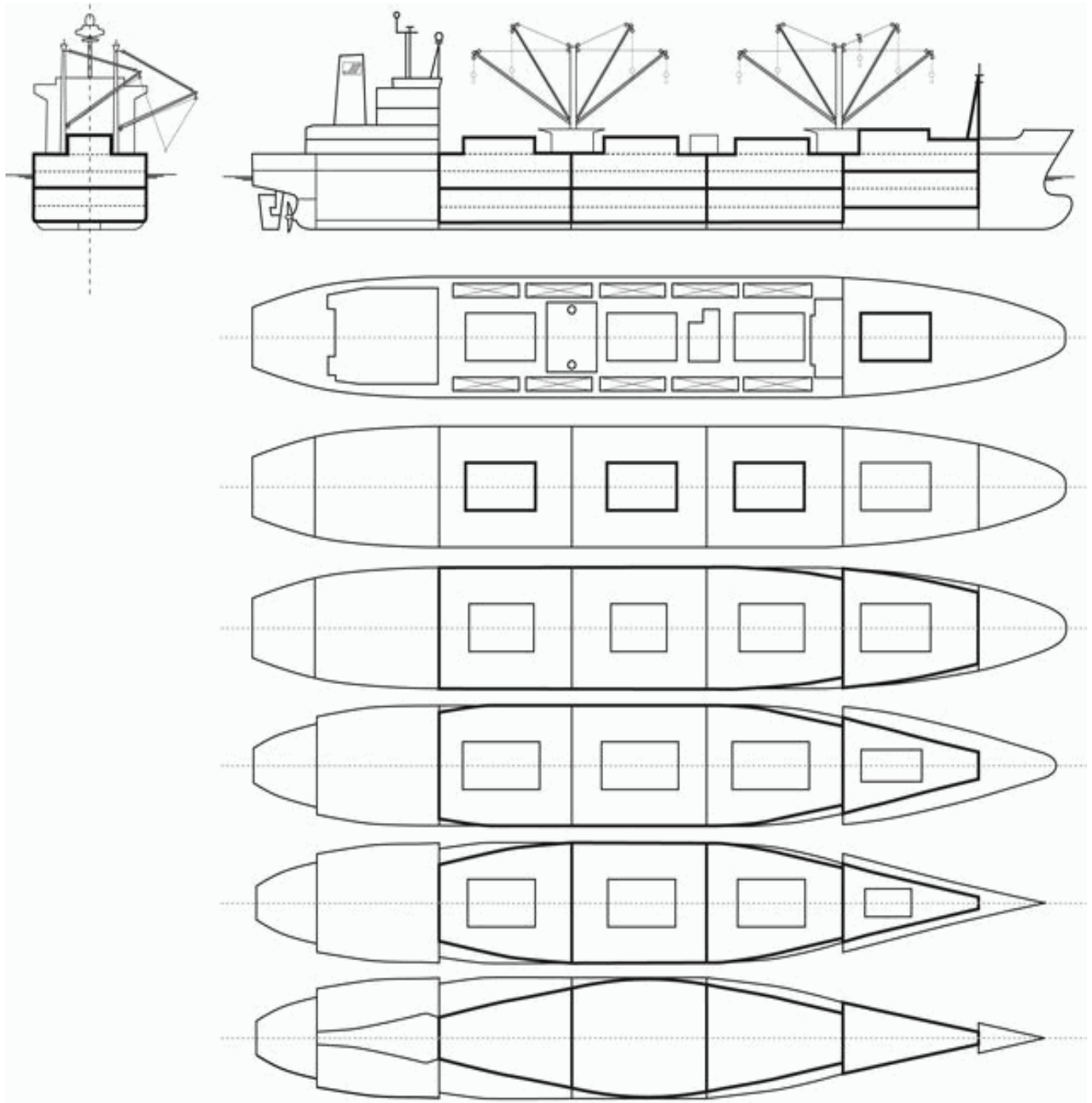BIMCO Bunker Fuel Sulphur Content clause for Time Charter parties 2004 to apply.

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

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