

SEATRADE COLOMBIA

Slot capacity: 1,781 TEU



General

| | | | | |
|---------------------|---------------|---------------|------------------------|-----------------------|
| Built | December-2024 | International | GT 18,761.00 | NT 8,018.00 |
| Flag | | Panama Canal | | 0.00 |
| Port of Registry | | Suez Canal | | 0.00 |
| Callsign | | | | |
| IMO/Lloyds nr | 9976238 | | Draft | DWAT |
| Length over all [m] | 171.99 | Tropical | 0.00 | 0 |
| Beam [m] | 28.40 | Summer | 9.70 | 23,800 |
| Depth [m] | 14.50 | Winter | 0.00 | 0 |
| Bowthruster(s) | 1 x 1,000kW | Design | 8.50 | 18,800 |

Classification Details

| | |
|--|---|
| Classification Society | Bureau Veritas (BV) |
| Main Class symbols | I, +Hull, +Mach |
| Service Notations | Container Ship |
| Navigation Notations | Unrestricted Navigation |
| Additional Class Notations | +AUT-UMS(SS), GREEN PASSPORT(EU), CLEANSHIP, SEEMP, INWATERSURVEY, CPS(WBT), LASHING-WW, LI-HG-S2, MON-SHAFT, TIER-III, COMF-NOISE3, METHANOL READY |
| Machinery | +MACH |
| Class' Ice Notation | |
| Equivalent Finnish/Swedish Ice Strenghtening | - |

Cargo Gear



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Container slot flexibility

| | <u>Holds</u> | <u>Deck & Hatches</u> | <u>Total</u> |
|---------------------|--------------|---------------------------|--------------|
| 20'x8'6"(+40'x8'6") | 654 (0) | 845 (141) | 1,499 (141) |
| 40'x8'6"(+20'x8'6") | 312 (30) | 554 (8) | 866 (38) |

198 x 45' on deck

Homogeneous intake of TEU's of 14mt: 1,330

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/or Cargo Securing Manual.

Under stowage

Check container plan for the details.

Reefer Plugs

Deck: 411

Holds: Cargo holds are prepared for loading up to the 4th tier 9'6" reefer containers including access for maintenance.

Total: 639

Cooling Water Plugs

-

Remote Reefer Monitoring System

Type: PCT

Maker: Refcon

Version: 6

RDC handheld available: Yes

Fittings

Fully cellularized for 40' containers in holds. 2 x 20' units can be loaded in one 40' cell.

Designated bays for 20' units.

Fitted with loosed lashings for 20'/40' units (OSHA).

Type of twistlocks: Full-automatic.

Cargo holds are prepared for loading up to the 4th tier 9'6" reefer containers including access for maintenance.

Permissible Stackloads

Deck: N/A / 120 mt per 20' / 40' stack

Hatches: 80 / 110 mt per 20' / 40' stack

Except hatch1: 70 / 90 mt per 20' / 40' stack

Holds: 152.5 / 152.5 mt per 20' / 40' stack



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Hatch sizes

| <u>Hold</u> | <u>Hatches # / Type</u> | <u>Position</u> | <u>length x width</u> | <u>Panels #</u> | <u>Position</u> | <u>length x width</u> | <u>Panels #</u> |
|-------------|-------------------------|-----------------|--------------------------------------|-----------------|-----------------|-----------------------|-----------------|
| 1 | 2 Pontoon | Fwd Aft | 12.60 x 15.35/10.10 12.60 x 20.33 | 2 2 | | | |
| 2 | 2 Pontoon | Fwd Aft | 12.60 x 25.10 12.60 x 25.10 | 2 2 | | | |
| 3 | 2 Pontoon | Fwd Aft | 12.60 x 25.10 12.60 x 25.10 | 2 2 | | | |
| 4 | 2 Pontoon | Fwd Aft | 12.60 x 25.10 12.60 x 25.10 | 2 2 | | | |

Pontoon type hatch covers are weather tight, open/closed with non-sequential operating, and divided into 2 longitudinal sections.

Maximum panel weight including fixed fittings, bottom twist-locks and turnbuckles is 40 mt.



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Speed & Consumption

| <u>Laden</u> | | <u>Draft condition</u> | | <u>Forward:</u> | <u>Aft:</u> |
|--|---------------|------------------------|----------------------|-----------------|-------------|
| <u>Speed</u> | <u>ME HFO</u> | <u>ME MGO</u> | <u>Slow Steaming</u> | | |
| 15.00 | 21.50 | 0.00 | No | | |
| 18.70 | 45.00 | 0.00 | No | | |
| <u>Auxiliary consumptions excl cargo</u> | | | | | |
| | <u>A/E's</u> | <u>Boiler</u> | | | |
| <u>HFO</u> | 5.00 | 0.00 | | | |
| <u>MGO</u> | 0.00 | 0.00 | | | |
| <u>In Port</u> | | | | | |
| <u>Auxiliary consumptions excl cargo</u> | | | | | |
| | <u>A/E's</u> | <u>Boiler</u> | <u>Add Gear</u> | | |
| <u>HFO</u> | 2.50 | 1.00 | 4.30 | | |
| <u>MGO</u> | 0.00 | 0.00 | 0.00 | | |

At main engine low load operation, the aux consumption to be increased by 0,5 tons for auxiliary engines and 0,9 tons for boiler operations.

- 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 Douglass sea state 2 and maximum Beaufort windforce scale 2 wind speed.
- Additional MGO may be used for starting/stopping engines and/or manouvring and/or in narrow and/or restricted waters and/or in extreme weather conditions.
- All descriptions exclude consumption for reefer containers connected to vessel's electrical system. 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 additional fuel consumption of about 30 kg/container/24hrs when maintaining temperatures to be taken into account. Port consumptions exclude consumption for the use of vessel's gear.
- Port consumptions are based on vessel alongside berth without cargo gear in operation. Manoeuvring consumptions are excluded.
- Auxiliary consumption up to 22 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 described.
- 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

Engines

M/E

sMCR

11,300kW @ 99 rpm

Generator

-



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Bunker Tank Capacities

| | <u>Cbm (100%)</u> | <u>Cbm at max filling level*</u> | <u>mt**</u> |
|--|-------------------|--------------------------------------|--------------|
| Bunkertanks dedicated for High Sulphur RMG380 (IFO380) | 1,800 | 1,620 | 1,605 |
| Total bunker capacity for RMG380 (IFO380) | 1,800 | 1,620 | 1,605 |
| Bunkertanks dedicated for Low Sulphur DMA (MGO) | 320 | 288 | 248 |
| Total bunker capacity for DMA (MGO) | 320 | 288 | 248 |

*) 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 depend ao on specific gravity and temperature of the supplied bunkers.

All bunker capacity figures are 'about'

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.

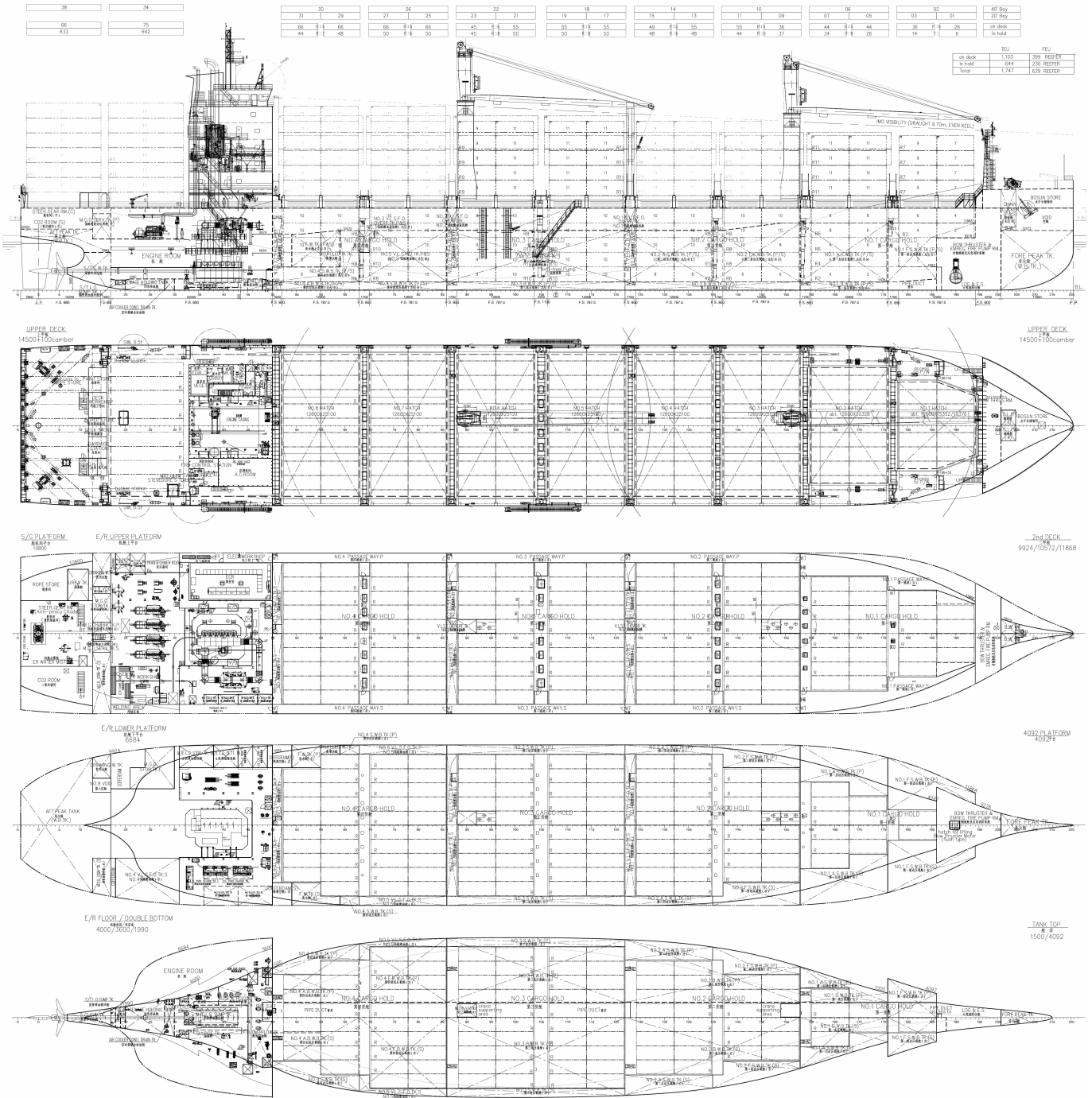
Communication Details

| Communication type | System | Communication number / Comments |
|--------------------|--------|---|
| Mail | E-Mail | Master.SeatradeColombia@seatradefleet.com |
| Phone | Vsat | +31 50 569 03 55 |
| Phone | Vsat | +31 50 569 03 56 |



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General Remarks

- Nominal Container Intake is based on maximum available empty standard (8'6") container slots whereby IMO visibility rules are respected.
- Effective Container Intake is based on the Nominal Container Intake but then for laden containers with the indicated weight whereby max stackweights are respected.
- Homogeneous TEU Intake at 14 mt is a theoretical figure based on standard (8'6") 20 ft containers of 14 mt, homogeneously loaded with the vertical center of gravity at 45% of the container height. The requirements for minimum stability and maximum draft are hereby respected.

