APPENDIX TO CLASSIFICATION CERTIFICATE

DNV Id No:
27457
Date of issue:
2022-09-22

The contents of this Appendix are applicable to the vessel with DNV Id. No.: **27457**

Built by: **Samsung Heavy Industries Co., Ltd. - Koje Shipyard**

as Yard No.: **1699**

The Appendix is to be kept on board the vessel and should upon request be made available to surveyors of DNV.

It is important that the responsible officers on board are informed about the contents of this Appendix.

Issued at **Haifa, Israel** on **2022-09-22**

for **DNV**

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n1797670-qms and ID: 27457

Valeri Solomenko
Surveyor

INTRODUCTION

Classification of a vessel is based on certain assumptions regarding operation of the vessel. This Appendix outlines such assumptions. Assumptions associated with specific notations are also included in the Appendix.

In case amendments, additions and/or deletions to the Appendix are required, a new Appendix will be issued by the Society.

The vessel has been assigned the following class:

✠ 1A1 Container carrier BIS E0 NAUTICUS(Newbuilding) RSCS+ TMON

in accordance with DNV (Det Norske Veritas) Rules for Classification of Ships. Later assignment of class notation "RSCS+" is based on the DNV Rules for Classification of Ships, Pt.6 Ch.4 Sec.10.

Class definitions, as well as general regulations for the assignment and retention of class, are given in DNV Rules for Classification of Ships.

The DNV Rules are available for downloading from https://www.dnv.com/rules-standards/.

BASIC ASSUMPTIONS

Strength in General

The scantlings of hull structural members have been based on a draught amidships not exceeding 12.60 m.

Longitudinal Strength

The vessel's longitudinal strength has been found satisfactory, provided:

- The following limits for still water bending moments are not exceeded:

  Hogging: 230 000 ton-m
  Sagging: -23 000 ton-m

Local Strength

The scantlings of local strength members have been found satisfactory, provided:

- The draught forward in rough sea is not less than 4.0 m.
- Bunker and ballast tanks are not filled with liquid having a density exceeding that of seawater.

Container Loads

In holds:	20FT container:	24 MT/TEU
	40FT container:	30 MT/FEU
On deck/Hatch covers:	Maximum container stack load permitted by the approved container securing arrangement plan and stability documentation must not be exceeded	

Miscellaneous

The scantlings of the rudder stock are based on steel with a minimum upper yield stress of 255 N/mm².

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