



General

Built	May-1991	International	GT 4,263.00	NT 2,796.00
Flag	Dutch	Panama Canal		
Port of Registry	Willemstad	Suez Canal		
Callsign	PJQV			
IMO/Lloyds nr	8917211		Draft	DWAT
Length over all [m]	110.93	Tropical	7.97	6,163
Beam [m]	16.20	Summer	7.81	5,935
Depth [m]	9.60	Winter	7.64	5,709
Bowthruster(s)	1			

Reefer

Holds	4
Hatches	4
Compartments	16
Minimum Deckheight [m]	2.20
Allowable weight of forklift including cargo	maximum 5 mt (Forklift to be equipped with minimum 4 airtyres)
Temperature zones	8
Cooling sections	1AB, 1CD, 2AB, 2CD, 3AB, 3CD, 4AB, 4CD
Temperature range [dC]	
Air circulations [/hr]	0
Air renewals [/hr]	0
USDA equipped	Not USDA fitted
Controlled Atmosphere	None
Modified Atmosphere	No equipment on board

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, +AUT-PORT, +REF-CARGO, +ALP
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	13,106	154.40	12,128	149.00	11,633	142.70	14,993	185.70	51,860	631.80
B	16,976	189.10	20,408	254.40	19,707	247.60	19,480	242.90	76,571	934.00
C	14,102	153.80	21,288	251.10	21,225	254.00	18,089	202.40	74,704	861.30
D	10,747	119.50	18,733	222.50	18,985	228.50	13,646	146.00	62,111	716.50
Total	54,931	616.80	72,557	877.00	71,550	872.80	66,208	777.00	265,246	3,143.60

Hatch sizes

	Hold 1	Hold 2	Hold 3	Hold 4
	l x b	l x b	l x b	l x b
Deck	8.75 x 8.50	8.75 x 8.50	8.75 x 8.50	8.75 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	7.62 x 8.00	7.62 x 8.00	7.62 x 8.00
C	6.21 x 5.20	7.62 x 8.00	7.62 x 8.00	7.62 x 8.00

Container Carrying Capacity	Max FEU's	Add. TEU's	Max TEU's	Add. FEU's	
<u>On Weather Deck and Hatches</u>					
Empty Positions	Standard	16	20	52	0
Max Stackweight	Standard	8	0	16	0
Max Stackweight - Self-sustained	Standard	0	0	0	0
Empty Positions	High Cube	16	20	52	0
Max Stackweight	High Cube	8	0	16	0
<u>Reefer Hold</u>					
Empty Positions	Standard	0	0	0	0
Max Stackweight	Standard	0	0	0	0
Max Stackweight - Self-sustained	Standard	0	0	0	0
Empty Positions	High Cube	0	0	0	0

'Max Stackweight' and 'Max Stackweight - Self-sustained' 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

Cargo Gear

4 Cranes x 5.0 mt

Bunker Tank Capacities

	<u>Cbm (100%)</u>	<u>Cbm at max filling level*</u>	<u>mt**</u>
Bunkertanks dedicated for High Sulphur RMG380 (IFO380)	413	393	389
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	93	88	87
Overflow/Settling/Daytanks for RMG380 (IFO380)	93	17	17
Total bunker capacity for RMG380 (IFO380)	599	498	493
Bunkertanks dedicated for Low Sulphur DMA (MGO)	86	73	62
Total bunker capacity for DMA (MGO)	86	73	62

*) 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.

