



General

Built	June-1994	International	GT	NT
Flag	Dutch	Panama Canal	5,471.00	2,978.00
Port of Registry	Breskens	Suez Canal		4,699.00
Callsign	PDKK			4,751.95
IMO/Lloyds nr	9085479		Draft	DWAT
Length over all [m]	126.29	Tropical	8.18	7,792
Beam [m]	16.31	Summer	8.01	7,505
Depth [m]	11.90	Winter	7.85	7,221
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]	-25/+12
Air circulations [/hr]	90
Air renewals [/hr]	2
USDA equipped	Yes, valid until 15-December-2018
Controlled Atmosphere	CA pre-piped
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, +SYS-NEQ-1, +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
A	23,274	265.80	27,723	327.00	26,416	310.50	24,521	286.60	101,934	1,189.90
B	20,856	231.60	26,964	326.60	25,739	313.40	23,687	288.40	97,246	1,160.00
C	16,400	186.40	25,986	320.00	25,244	314.00	20,539	248.20	88,169	1,068.60
D	13,528	152.60	25,115	300.70	25,001	300.70	11,357	140.30	75,001	894.30
Total	74,058	836.40	105,788	1,274.30	102,400	1,238.60	80,104	963.50	362,351	4,312.80

Hatch sizes

	Hold 1	Hold 2	Hold 3	Hold 4
	l x b	l x b	l x b	l x b
Deck	8.10 x 8.08	8.10 x 8.08	8.10 x 8.08	8.10 x 8.08
A	8.10 x 7.86	8.10 x 7.86	8.10 x 7.86	8.10 x 7.86
B	8.10 x 7.86	8.10 x 7.86	8.10 x 7.86	8.10 x 7.86
C	8.10 x 5.06	8.10 x 7.86	8.10 x 7.86	8.10 x 7.86

Container Carrying Capacity	Max FEU's	Add. TEU's	Max TEU's	Add. FEU's
On Weather Deck and Hatches				
Empty Positions Standard	31	4	66	0
Max Stackweight Standard	20	2	42	0
Max Stackweight - Self-sustained Standard	0	0	0	0
Empty Positions High Cube	31	4	66	0
Max Stackweight High Cube	20	2	42	0
Reefer Hold				
Empty Positions Standard	0	0	40	0
Max Stackweight Standard	0	0	40	0
Max Stackweight - Self-sustained Standard	0	0	0	0
Empty Positions High Cube	0	0	40	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	17
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	20
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Cargo Gear

2 Cranes x 7.0 mt
2 Cranes x 7.0 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)	709	639	633
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	175	160	159
Overflow/Settling/Daytanks for RMG380 (IFO380)	49	36	36
Total bunker capacity for RMG380 (IFO380)	933	835	828
Bunkertanks dedicated for Low Sulphur DMA (MGO)	105	100	85
Total bunker capacity for DMA (MGO)	105	100	85
*) 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.			

