



General

Built	March-1990	International	GT 4,666.00	NT 2,145.00
Flag	Dutch	Panama Canal		4,134.41
Port of Registry	Willemstad	Suez Canal		3,953.98
Callsign	PJYM			
IMO/Lloyds nr	8807636		Draft	DWAT
Length over all [m]	108.80	Tropical		
Beam [m]	16.40	Summer	6.75	4,797
Depth [m]	9.80	Winter		
Bowthruster(s)	-			

Reefer

Holds	3
Hatches	3
Compartments	10
Minimum Deckheight [m]	2.20
Allowable weight of forklift including cargo	maximum 5 mt (Forklift to be equipped with minimum 4 airtyres)
Temperature zones	6
Cooling sections	1FCA, 1BC, 2A, 2BC, 3A, 3BC
Temperature range [dC]	-25/+12
Air circulations [/hr]	90
Air renewals [/hr]	2
USDA equipped	Yes, certificate expired
Controlled Atmosphere	None
Modified Atmosphere	No equipment on board

Classification Details

Classification Society	Lloyd'S Register (LR)
Classification	+100A1
Machinery Notation	+LMC, UMS, +Lloyds RMC
Equivalent Finnish/Swedish Ice Strengthening	-

Reefer Compartment Capacity Breakdown

	Hold 1		Hold 2		Hold 3		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
FC	21,613	258.00					21,613	258.00
A	23,096	250.00	23,025	265.00	24,509	284.00	70,630	799.00
B	17,940	213.00	22,001	261.00	23,767	284.00	63,708	758.00
C	12,148	138.00	21,860	248.00	22,143	252.00	56,151	638.00
Total	74,797	859.00	66,886	774.00	70,419	820.00	212,102	2,453.00

Hatch sizes

	Hold 1	Hold 2	Hold 3
	l x b	l x b	l x b
Deck	7.50 x 5.20	7.50 x 5.20	7.50 x 5.20
FC	7.50 x 5.20		
A	7.50 x 5.20	7.50 x 5.20	7.50 x 5.20
B	7.50 x 5.20	7.50 x 5.20	7.50 x 5.20

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	4	6	14	0
Max Stackweight Standard	4	6	14	0
Max Stackweight - Self-sustained Standard	0	0	0	0
<u>Reefer Hold</u>				
Empty Positions Standard	0	0	18	0
Max Stackweight Standard	0	0	18	0
Max Stackweight - Self-sustained Standard	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 4
of which Self-sustained 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 14

Cargo Gear
3 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)	571	485	481
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	82	69	69
Overflow/Settling/Daytanks for RMG380 (IFO380)	31	26	26
Total bunker capacity for RMG380 (IFO380)	684	581	576
Bunkertanks dedicated for High Sulphur DMB (MDO)	544	449	382
Overflow/Settling/Daytanks for DMB (MDO)	13	11	9
Total bunker capacity for DMB (MDO)	557	460	391
Bunkertanks dedicated for Low Sulphur DMA (MGO)	92	78	66
Total bunker capacity for DMA (MGO)	92	78	66
<p>*) 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.</p>			

