



## General

Built	June-1990	International	<b>GT</b>	<b>NT</b>
Flag	Bahamas	Panama Canal	5,084.00	3,163.00
Port of Registry	Nassau	Suez Canal		4,564.34
Callsign	C6XH3			4,454.16
IMO/Lloyds nr	8804555		<b>Draft</b>	<b>DWAT</b>
Length over all [m]	109.00	Tropical	7.57	6,364
Beam [m]	18.00	Summer	7.40	6,129
Depth [m]	9.81	Winter	7.26	5,897
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]	3
USDA equipped	Yes, certificate expired
Controlled Atmosphere	None
Modified Atmosphere	No equipment on board

**Classification Details**

Classification Society	Lloyd'S Register (LR)
Classification	100A1
Hull Notation	refrigerated cargo ship
Machinery Notation	LMC, UMS, Lloyds RMC

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	13,247	158.00	11,008	129.00	10,447	122.00	10,845	128.00	45,547	537.00
B	18,819	227.00	21,130	263.00	20,613	254.00	20,386	251.00	80,948	995.00
C	15,023	188.00	21,377	257.00	21,117	256.00	18,482	228.00	75,999	929.00
D	8,665	106.00	19,838	238.00	20,454	249.00	14,319	179.00	63,276	772.00
<b>Total</b>	<b>55,754</b>	<b>679.00</b>	<b>73,353</b>	<b>887.00</b>	<b>72,631</b>	<b>881.00</b>	<b>64,032</b>	<b>786.00</b>	<b>265,770</b>	<b>3,233.00</b>

**Hatch sizes**

	Hold 1	Hold 2	Hold 3	Hold 4
	l x b	l x b	l x b	l x b
Deck	8.50 x 9.80	8.50 x 9.80	8.50 x 9.80	8.50 x 9.80
A	8.00 x 9.80	8.00 x 9.80	8.00 x 9.80	8.00 x 9.80
B	8.00 x 8.40	8.00 x 9.80	8.00 x 9.80	8.00 x 9.80
C	8.00 x 6.30	8.00 x 9.80	8.00 x 9.80	8.00 x 9.80

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	44	6	94	0
Max Stackweight	Standard	20	0	60	0
Max Stackweight - Selfsustained	Standard	0	0	0	0
<u>Reefer Hold</u>					
Empty Positions	Standard	0	0	48	0
Max Stackweight	Standard	0	0	48	0
Max Stackweight - Selfsustained	Standard	0	0	0	0

'Max Stackweight' and 'Max Stackweight - Selfsustained' 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            0  
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

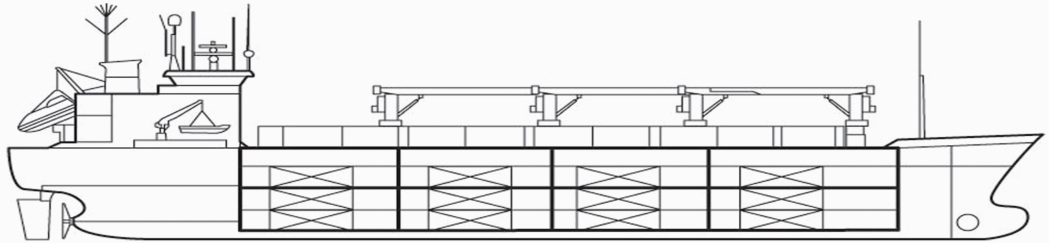
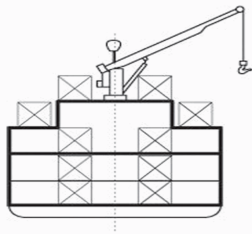
Nr. of electrical Reefer Plugs            20

## Cargo Gear

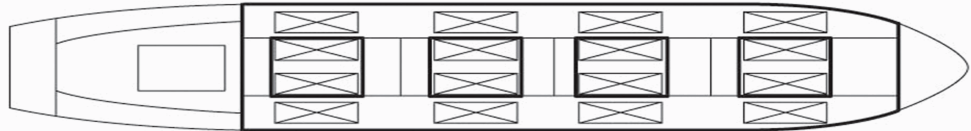
4 Cranes x 6.0 mt or 2 x 3.5 mt in Union Purchase

## Bunker Tank Capacities

	<u>Cbm (100%)</u>	<u>Cbm at max filling level*</u>	<u>mt**</u>
Bunkertanks dedicated for High Sulphur RMG380 (IFO380)	542	459	455
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	176	150	148
<b>Total bunker capacity for RMG380 (IFO380)</b>	<b>719</b>	<b>609</b>	<b>603</b>
Bunkertanks dedicated for Low Sulphur DMA (MGO)	108	96	83
<b>Total bunker capacity for DMA (MGO)</b>	<b>108</b>	<b>96</b>	<b>83</b>
<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>			



WEATHERDECK



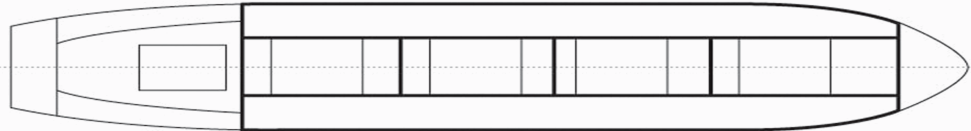
A DECK

HOLD 4

HOLD 3

HOLD 2

HOLD 1



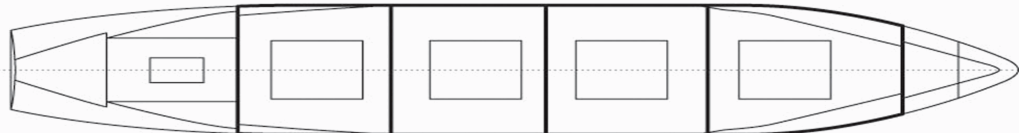
B DECK

HOLD 4

HOLD 3

HOLD 2

HOLD 1



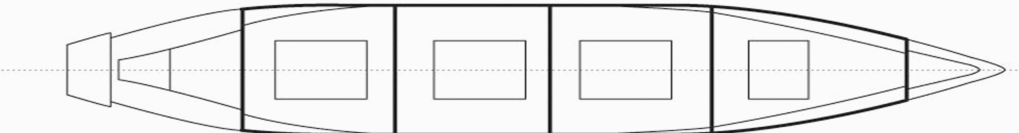
C DECK

HOLD 4

HOLD 3

HOLD 2

HOLD 1



D DECK

HOLD 4

HOLD 3

HOLD 2

HOLD 1

