



## General

|                     |           |               |                       |                       |
|---------------------|-----------|---------------|-----------------------|-----------------------|
| Built               | June-1990 | International | <b>GT</b><br>5,084.00 | <b>NT</b><br>3,163.00 |
| Flag                | Bahamas   | Panama Canal  |                       | 4,564.34              |
| Port of Registry    | Nassau    | Suez Canal    |                       | 4,454.16              |
| Callsign            | C6XH3     |               |                       |                       |
| 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        | 7.41                  | 6,129                 |
| Depth [m]           | 9.81      | Winter        | 7.26                  | 5,887                 |
| Bowthruster(s)      | 1 x 405kW |               |                       |                       |

## Reefer

|  |  |
|--|--|
| Holds  | 4  |
| Hatches                                      | 4  |
| Compartments                                 | 16   |
| Minimum Deckheight [m]                       | 2.20 (excl local areas)  |
| Allowable weight of forklift including cargo | maximum 5 mt (Forklift to be equipped with minimum 4 non hard rubber 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> |

## Hold 1- 4 Legend

Non insulated Deck, air passes through (aka Spar Deck)

Insulated, air tight Deck or Tanktop

Non Insulated, air tight Deck

**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

