



General

Built	March-1991	International	GT 5,617.00	NT 3,506.00
Flag	Liberia	Panama Canal		4,945.90
Port of Registry	Monrovia	Suez Canal		5,085.05
Callsign	D5IV3			
IMO/Lloyds nr	9011038		Draft	DWAT
Length over all [m]	119.55	Tropical	7.93	7,350
Beam [m]	18.60	Summer	7.76	7,072
Depth [m]	10.25	Winter	7.60	6,797
Bowthruster(s)	1			

Reefer

Holds	4
Hatches	4
Compartments	12
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	1A, 1BC, 2A, 2BC, 3A, 3BC, 4A, 4BC
Temperature range [dC]	-30/+15
Air circulations [/hr]	90
Air renewals [/hr]	4
USDA equipped	Yes, certificate expired
Controlled Atmosphere	None
Modified Atmosphere	No equipment on board

Classification Details

Classification Society	Lloyd'S Register (LR)
Classification	100 A1
Hull Notation	refrigerated cargo ship
Machinery Notation	LMC, 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	26,875	254.90	30,900	298.40	31,359	305.60	31,148	292.00	120,282	1,150.90
B	23,166	208.30	25,179	280.40	26,239	307.10	25,215	274.90	99,799	1,070.70
C	15,221	147.70	21,719	231.80	24,508	284.00	20,482	211.90	81,930	875.40
Total	65,262	610.90	77,798	810.60	82,106	896.70	76,845	778.80	302,011	3,097.00

Hatch sizes

	Hold 1	Hold 2	Hold 3	Hold 4
	l x b	l x b	l x b	l x b
Deck	9.00 x 7.50	9.00 x 7.50	9.00 x 7.50	9.00 x 7.50
A				
B				

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	0	0	0	0
Max Stackweight	Standard	0	0	0	0
Max Stackweight - Selfsustained	Standard	0	0	0	0
<u>Reefer Hold</u>					
Empty Positions	Standard	0	0	0	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 0

Cargo Gear

8 Derricks x 5.0 mt or 4 x 3.0 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)	1,026	872	865
Overflow/Settling/Daytanks for RMG380 (IFO380)	15	12	12
Total bunker capacity for RMG380 (IFO380)	1,041	885	877
Bunkertanks dedicated for Low Sulphur DMA (MGO)	91	78	67
Total bunker capacity for DMA (MGO)	91	78	67
*) 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.			

