



General

Built	January-1992	International	GT	NT
Flag	Bahamas	Panama Canal	7,743.00	3,726.00
Port of Registry	Nassau	Suez Canal		6,398.00
Callsign	C6WB3			5,953.00
IMO/Lloyds nr	8912120		Draft	DWAT
Length over all [m]	131.25	Tropical	8.87	7,721
Beam [m]	19.60	Summer	8.87	7,721
Depth [m]	12.85	Winter	8.87	7,721
Bowthruster(s)	0			

Reefer

Holds	3
Hatches	3
Compartments	12
Minimum Deckheight [m]	2.20
Allowable weight of forklift including cargo	maximum 7 mt (Forklift to be equipped with minimum 4 airtyres)
Temperature zones	7
Cooling sections	1A, 1BC, 1D, 2AB, 2CD, 3AB, 3CD
Temperature range [dC]	-30/+15
Air circulations [/hr]	90
Air renewals [/hr]	2.4
USDA equipped	Yes, certificate expired
Controlled Atmosphere	CA pre-piped
Modified Atmosphere	No equipment on board

Classification Details

 Classification Society
 Class Notation

 Det Norske Veritas (DNV)
 +1A1 Reefer (-30dC/32dC Sea) Container PET E0

 Equivalent Finnish/Swedish
 Ice Strenghtening

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Reefer Compartment Capacity Breakdown

	Hold 1		Hold 2		Hold 3		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
A	38,565	442.24	39,801	454.08	38,989	445.37	117,355	1,341.69
B	30,548	355.40	37,611	454.40	37,894	458.61	106,053	1,268.41
C	21,684	263.36	33,338	421.25	30,760	389.40	85,782	1,074.01
D	10,736	136.49	28,005	338.85	27,511	334.80	66,252	810.14
Total	101,533	1,197.49	138,755	1,668.58	135,154	1,628.18	375,442	4,494.25

Hatch sizes

	Hold 1	Hold 2	Hold 3
	l x b	l x b	l x b
Deck	8.33 x 4.68	8.33 x 4.68	8.33 x 4.68
A			
B			
C			

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	45	0	89	4
Max Stackweight	Standard	30	0	54	4
Max Stackweight - Selfsustained	Standard	30	0	54	4
Empty Positions	High Cube	45	0	89	4
Max Stackweight	High Cube	30	0	54	4
Max Stackweight - Selfsustained	High Cube	30	0	54	4
<u>Reefer Hold</u>					
Empty Positions	Standard	0	0	0	0
Max Stackweight - Selfsustained	Standard	0	0	0	0
Empty Positions	High Cube	0	0	0	0
Max Stackweight - Selfsustained	High Cube	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 28
 of which Selfsustained 28

'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 29

Cargo Gear

1 Crane x 17.0 mt or 34.0 mt in low speed modus
 3 Pallet Cranes x 8.0 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)	1,013	861	853
Overflow/Settling/Daytanks for RMG380 (IFO380)	163	110	109
Total bunker capacity for RMG380 (IFO380)	1,176	972	963
Bunkertanks dedicated for Low Sulphur DMA (MGO)	148	126	107
Total bunker capacity for DMA (MGO)	148	126	107

*) 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.

