



General

| | | | | |
|---------------------|--------------|---------------|-----------------------|-----------------------|
| Built | January-1992 | International | GT 7,743.00 | NT 3,726.00 |
| Flag | Bahamas | Panama Canal | | 6,398.00 |
| Port of Registry | Nassau | Suez Canal | | 5,953.00 |
| Callsign | C6WB3 | | | |
| 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) | - | | | |

Reefer

| | |
|--|--|
| Holds | 3 |
| Hatches | 3 |
| Compartments | 12 |
| Minimum Deckheight [m] | 2.20 (excl local areas) |
| Allowable weight of forklift including cargo | maximum 7 mt (Forklift to be equipped with minimum 4 non hard rubber 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 | Det Norske Veritas (DNV) |
| Class Notation | +1A1 Reefer (-30dC/32dC Sea) Container PET E0 |
| Equivalent Finnish/Swedish | |
| Ice Strengthening | - |

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 - Self-sustained Standard | 30 | 0 | 54 | 4 |
| Empty Positions High Cube | 45 | 0 | 89 | 4 |
| Max Stackweight High Cube | 30 | 0 | 54 | 4 |
| Max Stackweight - Self-sustained High Cube | 30 | 0 | 54 | 4 |
| <u>Reefer Hold</u> | | | | |
| Empty Positions Standard | 0 | 0 | 0 | 0 |
| Max Stackweight - Self-sustained Standard | 0 | 0 | 0 | 0 |
| Empty Positions High Cube | 0 | 0 | 0 | 0 |
| Max Stackweight - Self-sustained High Cube | 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 | 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 34.0 mt or 17.0 mt in high speed modus
- 3 Pallet Cranes x 8.0 mt

