



## General

Built	July-1991	International	<b>GT</b>	<b>NT</b>
Flag	Bahamas	Panama Canal	3,999.00	2,744.00
Port of Registry	Nassau	Suez Canal		3,740.00
Callsign	C6VZ4			3,584.00
IMO/Lloyds nr	8922242		<b>Draft</b>	<b>DWAT</b>
Length over all [m]	109.85	Tropical	7.48	5,334
Beam [m]	16.33	Summer	7.33	5,129
Depth [m]	9.40	Winter	7.18	4,927
Bowthruster(s)	1			

## Reefer

Holds	3
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	6
Cooling sections	1AB, 1CD, 2AB, 2CD, 3AB, 3CD
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	+100 A1
Machinery Notation	+LMC, UMS, +Lloyds RMC
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	17,770	207.00	23,480	274.00	15,038	176.00	56,288	657.00
B	22,524	249.00	36,939	470.00	24,237	287.00	83,700	1,006.00
C	16,742	190.00	38,050	466.00	17,430	193.00	72,222	849.00
D	12,825	138.00	35,806	423.00	12,872	132.00	61,503	693.00
<b>Total</b>	<b>69,861</b>	<b>784.00</b>	<b>134,275</b>	<b>1,633.00</b>	<b>69,577</b>	<b>788.00</b>	<b>273,713</b>	<b>3,205.00</b>

## Hatch sizes

	Hold 1	Hold 2	Hold 3
	I x b	I x b	I x b
Deck	8.10 x 7.80	fwd: 8.10 x 7.80 aft: 8.10 x 7.80	8.10 x 7.80
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	18	2	38	0
Max Stackweight	Standard	8	2	18	0
Max Stackweight - Selfsustained	Standard	0	0	0	0
Empty Positions	High Cube	18	2	38	0
Max Stackweight	High Cube	8	2	18	0
<u>Reefer Hold</u>					
Empty Positions	Standard	0	0	33	0
Max Stackweight	Standard	0	0	33	0
Max Stackweight - Selfsustained	Standard	0	0	0	0
Empty Positions	High Cube	0	0	33	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 5.0 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)	567	482	477
Overflow/Settling/Daytanks for RMG380 (IFO380)	85	30	29
<b>Total bunker capacity for RMG380 (IFO380)</b>	<b>652</b>	<b>511</b>	<b>507</b>
Bunkertanks dedicated for Low Sulphur DMA (MGO)	94	80	69
<b>Total bunker capacity for DMA (MGO)</b>	<b>94</b>	<b>80</b>	<b>69</b>
*) 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.			

