



General

Built	June-1991	International	GT	NT
Flag	Liberia	Panama Canal	5,136.00	3,149.00
Port of Registry	Monrovia	Suez Canal		4,468.00
Callsign	D5HI8			4,357.13
IMO/Lloyds nr	9004401		Draft	DWAT
Length over all [m]	115.00	Tropical	7.93	6,737
Beam [m]	17.80	Summer	7.77	6,488
Depth [m]	10.10	Winter	7.60	6,241
Bowthruster(s)	1			

Reefer

Holds	4
Hatches	4
Compartments	16
Minimum Deckheight [m]	2.20
Allowable weight of forklift including cargo	maximum 5 mt (Forklift to be equipped with minimum 4 airtyres)
Temperature zones	9
Cooling sections	1UPDA, 1B, 1C, 2UPDA, 2BC, 3UPDA, 3BC, 4UPDA, 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 Det Norske Veritas (DNV)
 Class Notation +1A1 Reefer(-25 °C/+32 °C sea)
 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
UPD	3,706	46.64	3,711	46.50	3,716	46.56	3,711	46.50	14,844	186.20
A	20,342	222.42	23,501	268.42	24,066	280.89	23,986	278.66	91,895	1,050.39
B	16,717	175.50	22,540	285.05	24,366	285.13	23,553	267.15	87,176	1,012.83
C	13,412	147.67	19,368	208.37	23,298	262.25	20,265	209.02	76,343	827.31
Total	54,177	592.23	69,120	808.34	75,446	874.83	71,515	801.33	270,258	3,076.73

Hatch sizes

	Hold 1	Hold 2	Hold 3	Hold 4
	l x b	l x b	l x b	l x b
Deck	6.20 x 7.40	6.20 x 7.40	6.20 x 7.40	6.20 x 7.40
UPD				
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	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 3.5 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)	984	836	829
Total bunker capacity for RMG380 (IFO380)	984	836	829
Bunkertanks dedicated for Low Sulphur DMA (MGO)	138	117	101
Total bunker capacity for DMA (MGO)	138	117	101
<p>*) 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.</p>			

