



## General

Built	March-1992	International	<b>GT</b>	<b>NT</b>
Flag	Bahamas	Panama Canal	7,743.00	3,726.00
Port of Registry	Nassau	Suez Canal		6,515.00
Callsign	C6WA6			5,953.00
IMO/Lloyds nr	8912144		<b>Draft</b>	<b>DWAT</b>
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      Det Norske Veritas (DNV)  
 Class Notation                +1A1 Reefer (-30dC/32dC Sea) Container PET E0

Equivalent Finnish/Swedish  
 Ice Strenghtening            -

**Reefer Compartment Capacity Breakdown**

	Hold 1		Hold 2		Hold 3		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
A	38,423	440.53	39,306	454.20	38,883	450.12	116,612	1,344.85
B	30,442	355.47	37,823	453.60	38,070	458.04	106,335	1,267.11
C	21,966	263.14	33,338	421.98	30,725	388.59	86,029	1,073.71
D	10,771	136.61	28,147	338.19	27,829	334.35	66,747	809.15
<b>Total</b>	<b>101,602</b>	<b>1,195.75</b>	<b>138,614</b>	<b>1,667.97</b>	<b>135,507</b>	<b>1,631.10</b>	<b>375,723</b>	<b>4,494.82</b>

**Hatch sizes**

	Hold 1	Hold 2	Hold 3
	l x b	l x b	l x b
Deck	8.10 x 4.70	8.10 x 4.70	8.10 x 4.70
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
<b>Total bunker capacity for RMG380 (IFO380)</b>	<b>1,176</b>	<b>972</b>	<b>963</b>
Bunkertanks dedicated for Low Sulphur DMA (MGO)	116	98	84
Overflow/Settling/Daytanks for DMA (MGO)	33	28	24
<b>Total bunker capacity for DMA (MGO)</b>	<b>148</b>	<b>126</b>	<b>107</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.			

