



General

Built	September-1989	International	GT	NT
Flag	Bahamas	Panama Canal	5,084.00	3,163.00
Port of Registry	Nassau	Suez Canal		4,564.34
Callsign	C6XH2			4,454.16
IMO/Lloyds nr	8804531		Draft	DWAT
Length over all [m]	109.00	Tropical	7.55	6,336
Beam [m]	18.00	Summer	7.40	6,105
Depth [m]	9.80	Winter	7.25	5,874
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	8
Cooling sections	1AB, 1CD, 2AB, 2CD, 3AB, 3CD, 4AB, 4CD
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 Det Norske Veritas (DNV)
 Class Notation +1A1 Reefer(-25 °C/+32 °C sea) E0
 refrigerated cargo ship
 LMC, UMS, 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
A	13,247	158.00	11,008	129.00	10,447	122.00	10,845	128.00	45,547	537.00
B	18,819	227.00	21,130	263.00	20,613	254.00	20,386	251.00	80,948	995.00
C	15,023	188.00	21,377	257.00	21,117	256.00	18,482	228.00	75,999	929.00
D	8,665	106.00	19,838	238.00	20,454	249.00	14,319	179.00	63,276	772.00
Total	55,754	679.00	73,353	887.00	72,631	881.00	64,032	786.00	265,770	3,233.00

Hatch sizes

	Hold 1	Hold 2	Hold 3	Hold 4
	l x b	l x b	l x b	l x b
Deck	8.50 x 9.80	8.50 x 9.80	8.50 x 9.80	8.50 x 9.80
A	8.00 x 9.80	8.00 x 9.80	8.00 x 9.80	8.00 x 9.80
B	8.00 x 8.40	8.00 x 9.80	8.00 x 9.80	8.00 x 9.80
C	8.00 x 6.30	8.00 x 9.80	8.00 x 9.80	8.00 x 9.80

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	44	6	94	0
Max Stackweight	Standard	20	0	60	0
Max Stackweight - Selfsustained	Standard	0	0	0	0
<u>Reefer Hold</u>					
Empty Positions	Standard	0	0	48	0
Max Stackweight	Standard	0	0	48	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

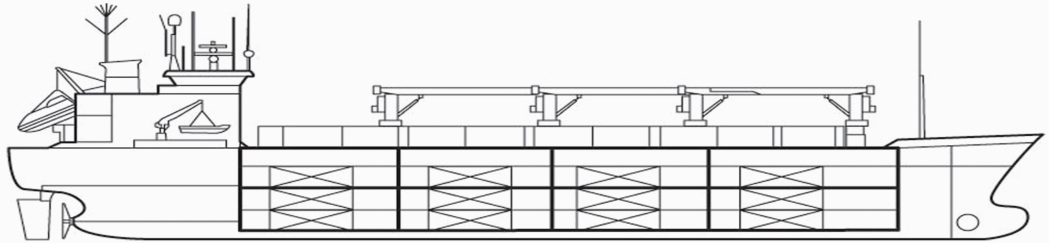
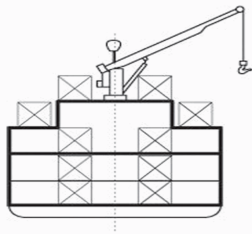
Nr. of electrical Reefer Plugs 20

Cargo Gear

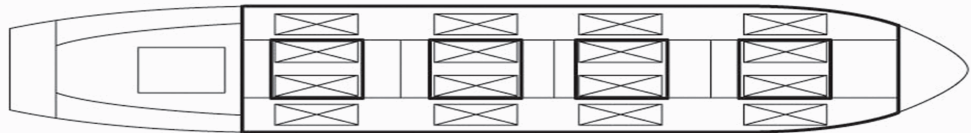
4 Cranes x 6.0 mt or 2 x 3.5 mt in Union Purchase

Bunker Tank Capacities

	<u>Cbm (100%)</u>	<u>Cbm at max filling level*</u>	<u>mt**</u>
Bunkertanks dedicated for High Sulphur RMG380 (IFO380)	559	475	471
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	63	54	53
Total bunker capacity for RMG380 (IFO380)	622	529	524
Bunkertanks dedicated for Low Sulphur DMA (MGO)	126	107	92
Total bunker capacity for DMA (MGO)	126	107	92
<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>			



WEATHERDECK



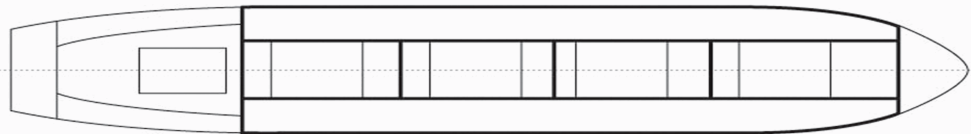
A DECK

HOLD 4

HOLD 3

HOLD 2

HOLD 1



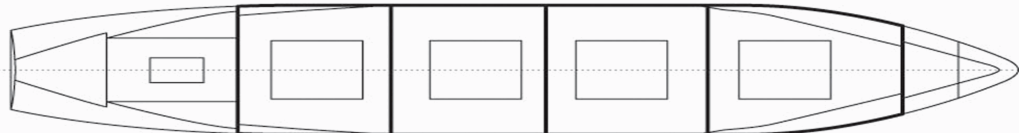
B DECK

HOLD 4

HOLD 3

HOLD 2

HOLD 1



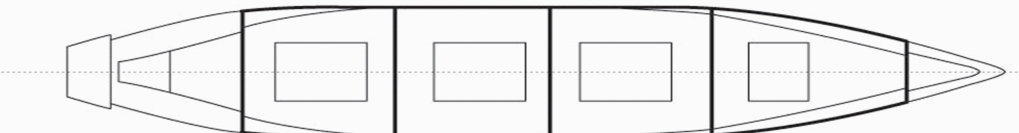
C DECK

HOLD 4

HOLD 3

HOLD 2

HOLD 1



D DECK

HOLD 4

HOLD 3

HOLD 2

HOLD 1

