



General

| | | | | |
|---------------------|----------------|---------------|--------------|-------------|
| Built | September-1990 | International | GT | NT |
| Flag | Bahamas | Panama Canal | 5,084.00 | 3,163.00 |
| Port of Registry | Nassau | Suez Canal | | 4,564.34 |
| Callsign | C6YQ9 | | | 4,454.16 |
| IMO/Lloyds nr | 8804579 | | Draft | DWAT |
| Length over all [m] | 109.00 | Tropical | 7.54 | 6,255 |
| Beam [m] | 18.00 | Summer | 7.40 | 6,024 |
| Depth [m] | 9.80 | Winter | 7.23 | 5,795 |
| 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 | Lloyd'S Register (LR) |
| Classification | 100A1 |
| Hull Notation | refrigerated cargo ship |
| Machinery Notation | 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

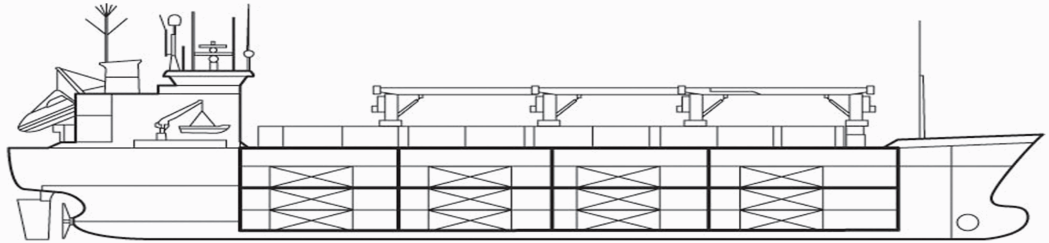
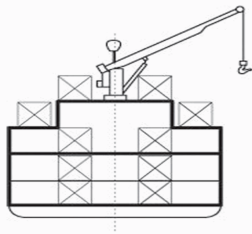
Nr. of electrical Reefer Plugs 20

Cargo Gear

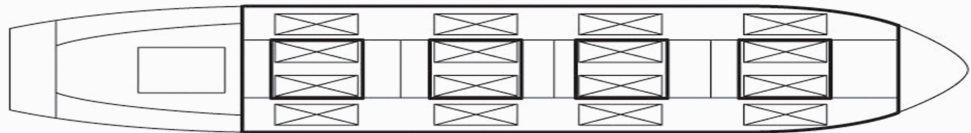
4 Cranes x 6.0 mt or 2 x 3.5 mt in Union Purchase

Bunker Tank Capacities

| | <u>Cbm (100%)</u> | <u>Cbm at max filling level*</u> | <u>mt**</u> |
|---|-------------------|--------------------------------------|-------------|
| Bunkertanks dedicated for High Sulphur RMG380 (IFO380) | 542 | 459 | 455 |
| Bunkertanks dedicated for Low Sulphur RMG380 (IFO380) | 176 | 150 | 148 |
| Total bunker capacity for RMG380 (IFO380) | 719 | 609 | 603 |
| Bunkertanks dedicated for Low Sulphur DMA (MGO) | 108 | 96 | 83 |
| Total bunker capacity for DMA (MGO) | 108 | 96 | 83 |
| <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



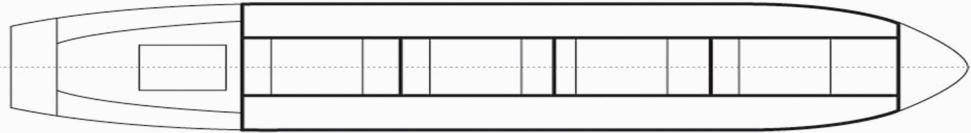
A DECK

HOLD 4

HOLD 3

HOLD 2

HOLD 1



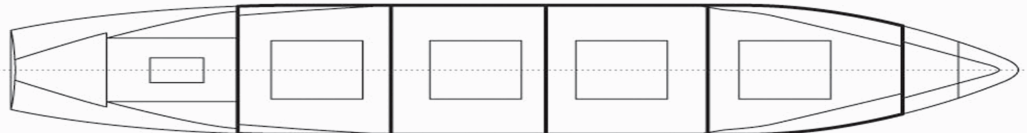
B DECK

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

