



### General

Built	February-1993	International	<b>GT</b> 5,103.00	<b>NT</b> 3,338.00
Flag	Bahamas	Panama Canal		4,433.00
Port of Registry	Nassau	Suez Canal		4,327.62
Callsign	C6VY2			
IMO/Lloyds nr	9043055		<b>Draft</b>	<b>DWAT</b>
Length over all [m]	135.70	Tropical	7.78	6,378
Beam [m]	16.29	Summer	7.62	6,116
Depth [m]	9.30	Winter	7.47	5,855
Bowthruster(s)	2			

### Reefer

Holds	4
Hatches	4
Compartments	15
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	1A, 1BC, 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	+100 A1
Machinery Notation	+LMC, UMS, +Lloyds RMC
Equivalent Finnish/Swedish	
Ice Strenghtening	-

**Reefer Compartment Capacity Breakdown**

	Hold 1		Hold 2		Hold 3		Hold 4		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
A	31,784	358.00	16,841	188.00	15,259	170.00	18,405	205.00	82,289	921.00
B	17,645	212.00	23,650	295.00	22,501	281.00	27,539	344.00	91,335	1,132.00
C	12,629	150.00	23,960	286.00	23,985	287.00	23,640	282.00	84,214	1,005.00
D			20,013	245.00	20,908	256.00	11,636	143.00	52,557	644.00
<b>Total</b>	<b>62,058</b>	<b>720.00</b>	<b>84,464</b>	<b>1,014.00</b>	<b>82,653</b>	<b>994.00</b>	<b>81,220</b>	<b>974.00</b>	<b>310,395</b>	<b>3,702.00</b>

**Hatch sizes**

	Hold 1	Hold 2	Hold 3	Hold 4
	l x b	l x b	l x b	l x b
Deck	13.68 x 7.64	8.08 x 7.64	8.08 x 7.64	8.08 x 7.64
A				
B				
C				

Container Carrying Capacity	Max FEU's	Add. TEU's	Max TEU's	Add. FEU's
<b>On Weather Deck and Hatches</b>				
Empty Positions Standard	34	1	69	0
Max Stackweight Standard	18	0	36	0
Empty Positions High Cube	34	1	69	0
Max Stackweight High Cube	18	0	36	0
<b>Reefer Hold</b>				
Empty Positions Standard	0	0	38	0
Empty Positions High Cube	0	0	38	0

'Max Stackweight' and 'Max Stackweight - Self-sustained' 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 Self-sustained 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 7.0 mt or 2 x 2.0 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)	603	573	568
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	225	213	211
Overflow/Settling/Daytanks for RMG380 (IFO380)	139	67	66
<b>Total bunker capacity for RMG380 (IFO380)</b>	<b>966</b>	<b>853</b>	<b>845</b>
Bunkertanks dedicated for Low Sulphur DMA (MGO)	81	71	61
<b>Total bunker capacity for DMA (MGO)</b>	<b>81</b>	<b>71</b>	<b>61</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.			

