



### General

Built	February-1992	International	<b>GT</b>	<b>NT</b>
Flag	Bahamas	Panama Canal	4,091.00	2,686.00
Port of Registry	Nassau	Suez Canal		3,589.07
Callsign	C6VY8			3,502.61
IMO/Lloyds nr	9001916		<b>Draft</b>	<b>DWAT</b>
Length over all [m]	108.22	Tropical	8.03	5,950
Beam [m]	16.20	Summer	7.86	5,725
Depth [m]	9.60	Winter	7.70	5,504
Bowthruster(s)	1			

### Reefer

Holds	3
Hatches	4
Compartments	12
Minimum Deckheight [m]	2.20
Allowable weight of forklift including cargo	maximum 5 mt (Forklift to be equipped with minimum 4 airtyres)
Temperature zones	6
Cooling sections	1AB, 1CD, 2AB, 2CD, 3AB, 3CD
Temperature range [dC]	-25/+12
Air circulations [/hr]	90/45
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(-34 °C/+32 °C sea) E0 TMON  
 +Refrigerated cargo ship  
 Unrestricted Navigation  
 +AUT-UMS, +REF-CARGO  
 +MACH

Equivalent Finnish/Swedish  
 Ice Strengthening -

## Reefer Compartment Capacity Breakdown

	Hold 1		Hold 2		Hold 3		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
A	13,105	154.00	22,420	268.00	15,140	186.00	50,665	608.00
B	18,481	189.00	40,037	459.00	21,075	243.00	79,593	891.00
C	14,101	154.00	38,712	462.00	18,089	202.00	70,902	818.00
D	11,615	120.00	36,201	410.00	14,324	146.00	62,140	676.00
Total	57,302	617.00	137,370	1,599.00	68,628	777.00	263,300	2,993.00

## Hatch sizes

	Hold 1	Hold 2	Hold 3
	l x b	l x b	l x b
Deck	8.79 x 8.50	fwd: 8.79 x 8.50 aft: 8.79 x 8.50	8.79 x 8.50
A	7.62 x 8.00	fwd: 7.62 x 8.00 aft: 7.62 x 8.00	7.62 x 8.00
B	8.00 x 5.87	fwd: 7.26 x 8.00 aft: 7.26 x 8.00	6.57 x 8.00
C	6.21 x 5.20	fwd: 7.61 x 8.00 aft: 7.61 x 8.00	6.91 x 8.00

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	16	0	52	0
Max Stackweight	Standard	8	0	16	0
Empty Positions	High Cube	16	0	52	0
Max Stackweight	High Cube	8	0	16	0
<u>Reefer Hold</u>					
Empty Positions	Standard	0	0	0	0
Empty Positions	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 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 6

## Cargo Gear

4 Cranes x 5.0 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)	482	405	401
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	65	61	61
Overflow/Settling/Daytanks for RMG380 (IFO380)	39	19	19
<b>Total bunker capacity for RMG380 (IFO380)</b>	<b>586</b>	<b>485</b>	<b>481</b>
Bunkertanks dedicated for Low Sulphur DMA (MGO)	84	71	61
<b>Total bunker capacity for DMA (MGO)</b>	<b>84</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.

