



General

Built	February-1992	International	GT 4,091.00	NT 2,686.00
Flag	Bahamas	Panama Canal		3,589.07
Port of Registry	Nassau	Suez Canal		3,502.61
Callsign	C6VY8			
IMO/Lloyds nr	9001916		Draft	DWAT
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 - 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 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
Total bunker capacity for RMG380 (IFO380)	586	485	481
Bunkertanks dedicated for Low Sulphur DMA (MGO)	84	71	61
Total bunker capacity for DMA (MGO)	84	71	61

*) 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.

