



## General

|                     |                |               |              |             |
|---------------------|----------------|---------------|--------------|-------------|
| Built               | September-1989 | International | <b>GT</b>    | <b>NT</b>   |
| Flag                | Bahamas        | Panama Canal  | 5,084.00     | 3,163.00    |
| Port of Registry    | Nassau         | Suez Canal    |              | 4,564.34    |
| Callsign            | C6IB5          |               |              | 4,454.16    |
| IMO/Lloyds nr       | 8804529        |               | <b>Draft</b> | <b>DWAT</b> |
| Length over all [m] | 109.00         | Tropical      | 7.57         | 6,255       |
| Beam [m]            | 18.00          | Summer        | 7.40         | 6,024       |
| Depth [m]           | 9.81           | Winter        | 7.26         | 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    |

**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

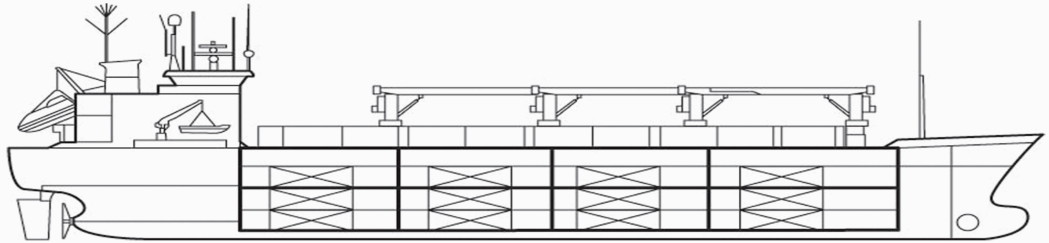
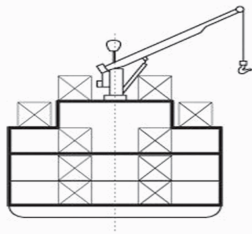
Nr. of electrical Reefer Plugs            20

## Cargo Gear

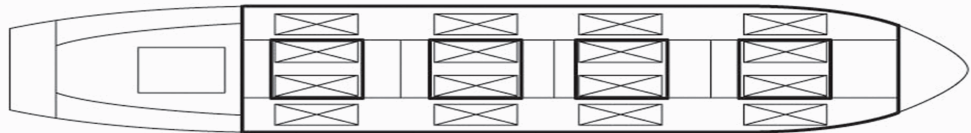
4 Cranes x 6.0 mt or 2 x 3.5 mt in Union Purchase

## Bunker Tank Capacities

|   | <u>Cbm (100%)</u> | <u>Cbm at max<br/>filling level*</u> | <u>mt**</u> |
|---|-------------------|--------------------------------------|-------------|
| Bunkertanks dedicated for High Sulphur RMG380 (IFO380)  | 559               | 475                                  | 471         |
| Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)   | 182               | 154                                  | 153         |
| <b>Total bunker capacity for RMG380 (IFO380)</b>  | <b>741</b>        | <b>630</b>                           | <b>624</b>  |
| Bunkertanks dedicated for Low Sulphur DMA (MGO)   | 126               | 107                                  | 92          |
| <b>Total bunker capacity for DMA (MGO)</b>  | <b>126</b>        | <b>107</b>                           | <b>92</b>   |
| <p>*) Vessel shall not mix bunkers from different bunkerings in 1 bunker tank. This may reduce the actual bunker capacity.<br/>**) Capacity in mt serve as indication only.</p> |                   |                                      |             |



WEATHERDECK



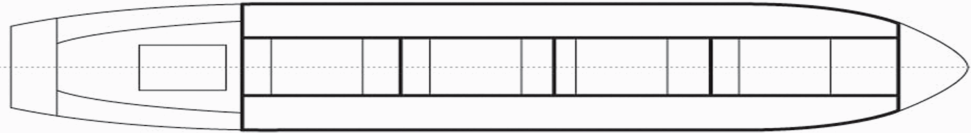
A DECK

HOLD 4

HOLD 3

HOLD 2

HOLD 1



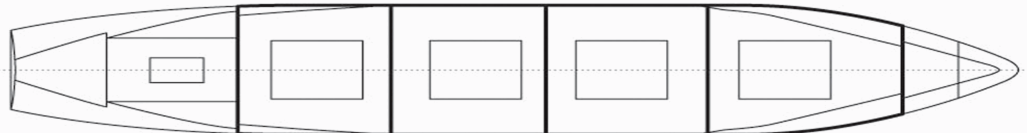
B DECK

HOLD 4

HOLD 3

HOLD 2

HOLD 1



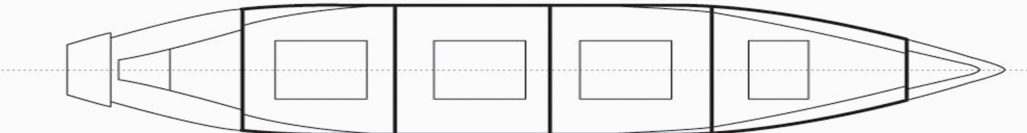
C DECK

HOLD 4

HOLD 3

HOLD 2

HOLD 1



D DECK

HOLD 4

HOLD 3

HOLD 2

HOLD 1

