



General

Built	November-1991	International	GT	NT
Flag	Liberia	Panama Canal	5,617.00	3,506.00
Port of Registry	Monrovia	Suez Canal		5,012.00
Callsign	D5IJ6			5,085.05
IMO/Lloyds nr	9015785		Draft	DWAT
Length over all [m]	119.55	Tropical	7.93	7,353
Beam [m]	18.60	Summer	7.76	7,075
Depth [m]	10.25	Winter	7.60	6,800
Bowthruster(s)	1			

Reefer

Holds	4
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	8
Cooling sections	1A, 1BC, 2A, 2BC, 3A, 3BC, 4A, 4BC
Temperature range [dC]	-30/+15
Air circulations [/hr]	90/60/45
Air renewals [/hr]	4
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)

 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	26,839	254.77	30,936	298.33	31,360	305.40	31,218	294.25	120,353	1,152.75
B	23,237	209.37	25,144	281.26	26,239	306.69	25,215	275.18	99,835	1,072.50
C	15,185	146.76	21,754	231.43	24,473	285.47	20,447	211.72	81,859	875.38
Total	65,261	610.90	77,834	811.02	82,072	897.56	76,880	781.15	302,047	3,100.63

Hatch sizes

	Hold 1	Hold 2	Hold 3	Hold 4
	l x b	l x b	l x b	l x b
Deck	9.00 x 7.50	9.00 x 7.50	9.00 x 7.50	9.00 x 7.50
A	7.50 x 7.10	9.00 x 7.50	9.00 x 7.50	9.00 x 7.50
B	7.30 x 6.00	9.00 x 7.50	9.00 x 7.50	9.00 x 7.50

Container Carrying Capacity	Max FEU's	Add. TEU's	Max TEU's	Add. FEU's
On Weather Deck and Hatches				
Empty Positions Standard	0	0	0	0
Max Stackweight Standard	0	0	0	0
Max Stackweight - Selfsustained Standard	0	0	0	0
Empty Positions High Cube	0	0	0	0
Max Stackweight High Cube	0	0	0	0
Max Stackweight - Selfsustained High Cube	0	0	0	0
Reefer Hold				
Empty Positions Standard	0	0	0	0
Max Stackweight - Selfsustained Standard	0	0	0	0
Empty Positions High Cube	0	0	0	0
Max Stackweight - Selfsustained 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 0

Cargo Gear

8 Derricks x 5.0 mt or 4 x 3.0 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)	1,026	872	865
Overflow/Settling/Daytanks for RMG380 (IFO380)	15	12	12
Total bunker capacity for RMG380 (IFO380)	1,041	885	877
Bunkertanks dedicated for Low Sulphur DMA (MGO)	91	78	67
Total bunker capacity for DMA (MGO)	91	78	67
*) 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.			

