



General

Built	November-1991	International	GT 4,446.00	NT 2,287.00
Flag	Panama	Panama Canal		3,828.44
Port of Registry	Panama	Suez Canal		3,661.36
Callsign	3EFN9			
IMO/Lloyds nr	9015838		Draft	DWAT
Length over all [m]	120.70	Tropical		
Beam [m]	16.60	Summer	6.91	5,248
Depth [m]	10.00	Winter		
Bowthruster(s)	-			

Reefer

Holds	3
Hatches	3
Compartments	9
Minimum Deckheight [m]	2.20
Allowable weight of forklift including cargo	maximum 8 mt (Forklift to be equipped with minimum 4 airtyres)
Temperature zones	6
Cooling sections	1A, 1BC, 2A, 2BC, 3A, 3BC
Temperature range [dC]	-30/+12
Air circulations [/hr]	90
Air renewals [/hr]	4
USDA equipped	Yes, certificate expired
Controlled Atmosphere	None
Modified Atmosphere	No equipment on board

Classification Details

Classification Society	Nippon Kaiji Kyokai (NKK)
Classification characters	NS* / MNS*
Installation characters	RMC*, CHG, MPP, LSA, RCF
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	28,557	265.00	32,513	348.00	32,323	346.00	93,393	959.00
B	17,171	187.00	28,909	343.00	28,572	340.00	74,652	870.00
C	13,881	130.00	28,333	315.00	26,877	278.00	69,091	723.00
Total	59,609	582.00	89,755	1,006.00	87,772	964.00	237,136	2,552.00

Hatch sizes

	Hold 1	Hold 2	Hold 3
	l x b	l x b	l x b
Deck	7.10 x 6.40	7.10 x 6.40	7.10 x 6.40
A	7.10 x 6.40	7.10 x 6.40	7.10 x 6.40
B	7.10 x 6.40	7.10 x 6.40	7.10 x 6.40

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	0	0	0	0
Max Stackweight Standard	0	0	0	0
Max Stackweight - Selfsustained Standard	0	0	0	0
<u>Reefer Hold</u>				
Empty Positions Standard	0	0	0	0
Max Stackweight Standard	0	0	0	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 0

Cargo Gear

6 Derricks x 5.0 mt or 3 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)	661	562	557
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	119	101	100
Total bunker capacity for RMG380 (IFO380)	780	663	657
Bunkertanks dedicated for High Sulphur DMA (MGO)	91	77	66
Bunkertanks dedicated for Low Sulphur DMA (MGO)	16	14	11
Total bunker capacity for DMA (MGO)	107	91	77
*) 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.			

