



General

Built	February-1989	International	GT 5,476.00	NT 3,559.00
Flag	Dutch	Panama Canal		4,924.00
Port of Registry	Willemstad	Suez Canal		4,513.00
Callsign	PJUP			
IMO/Lloyds nr	8813635		Draft	DWAT
Length over all [m]	124.70	Tropical	7.67	6,900
Beam [m]	17.80	Summer	7.52	6,729
Depth [m]	9.85	Winter	7.36	6,480
Bowthruster(s)	-			

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/+15
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	Bureau Veritas (BV)
Main Class symbols	I
Service Notations	+Refrigerated cargo ship
Navigation Notations	Unrestricted Navigation
Additional Class Notations	+REF-CARGO, INWATERSURVEY
Machinery	+MACH
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	13,382	158.02	12,024	139.63	11,148	128.90	13,583	160.24	50,137	586.79
B	18,440	204.53	22,684	277.09	20,945	261.16	25,596	315.23	87,665	1,058.01
C	15,157	173.08	23,062	274.52	21,813	268.11	25,093	298.63	85,125	1,014.34
D	12,033	131.34	20,920	235.39	21,389	257.43	21,051	228.45	75,393	852.61
Total	59,012	666.97	78,690	926.63	75,295	915.60	85,323	1,002.55	298,320	3,511.75

Hatch sizes

	Hold 1	Hold 2	Hold 3	Hold 4
	I x b	I x b	I x b	I x b
Deck	6.20 x 7.30	6.20 x 7.30	6.20 x 7.30	6.20 x 7.30
A				
B				
C				

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

Cargo Gear

8 Derricks x 5.0 mt or 4 x 3.5 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)	556	472	468
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	286	243	241
Total bunker capacity for RMG380 (IFO380)	842	716	709
Bunkertanks dedicated for High Sulphur DMB (MDO)	64	54	46
Total bunker capacity for DMB (MDO)	64	54	46
Bunkertanks dedicated for Low Sulphur DMA (MGO)	64	54	46
Total bunker capacity for DMA (MGO)	64	54	46

*) 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.

