



General

Built	April-1986	International	GT 4,440.00	NT 2,655.00
Flag	Dutch	Panama Canal		3,837.08
Port of Registry	Willemstad	Suez Canal		3,911.64
Callsign	PJHA			
IMO/Lloyds nr	8514784		Draft	DWAT
Length over all [m]	115.00	Tropical	7.60	5,735
Beam [m]	16.80	Summer	7.31	5,509
Depth [m]	9.80	Winter	7.16	5,284
Bowthruster(s)	-			

Reefer

Holds	3
Hatches	3
Compartments	9
Minimum Deckheight [m]	2.20
Allowable weight of forklift including cargo	maximum 5 mt (Forklift to be equiped with minimum 4 airtyres)
Temperature zones	6
Cooling sections	1A, 1BC, 2A, 2BC, 3A, 3BC
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, +Hull, +MACH
Service Notations	Refrigerated cargo ship
Navigation Notations	Unrestricted navigation
Additional Class Notations	+REF-CARGO
Machinery	+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	26,874	284.00	32,174	365.00	32,257	367.00	91,305	1,016.00
B	19,305	216.00	29,825	352.00	30,179	354.00	79,309	922.00
C	14,999	164.00	26,633	289.00	26,739	293.00	68,371	746.00
Total	61,178	664.00	88,632	1,006.00	89,175	1,014.00	238,985	2,684.00

Hatch sizes

	Hold 1	Hold 2	Hold 3
	l x b	l x b	l x b
Deck	8.00 x 6.00	8.00 x 6.00	8.00 x 6.00
A			
B			

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	4	0	4	2
Max Stackweight	Standard	4	0	4	2
Empty Positions	High Cube	4	0	4	2
Max Stackweight	High Cube	4	0	4	2
<u>Reefer Hold</u>					
Empty Positions	Standard	0	0	0	0
Empty Positions	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	4
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

6 Derricks x 4.0 mt or 3 x 4.0 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)	707	601	595
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	159	135	134
Overflow/Settling/Daytanks for RMG380 (IFO380)	9	8	7
Total bunker capacity for RMG380 (IFO380)	875	743	737
Bunkertanks dedicated for High Sulphur DMB (MDO)	74	63	53
Overflow/Settling/Daytanks for DMB (MDO)	5	5	4
Total bunker capacity for DMB (MDO)	79	67	57
Bunkertanks dedicated for Low Sulphur DMA (MGO)	74	63	53
Total bunker capacity for DMA (MGO)	74	63	53
*) 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.			

