



General

| | | | | |
|---------------------|--------------------|---------------|-----------------------|-----------------------|
| Built | April-1986 | International | GT 4,440.00 | NT 2,655.00 |
| Flag | Russian Federation | Panama Canal | | 3,837.08 |
| Port of Registry | Kaliningrad | Suez Canal | | 3,911.64 |
| Callsign | UBSR2 | | | |
| 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 (excl local areas) |
| Allowable weight of forklift including cargo | maximum 5 mt (Forklift to be equipped 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 |

Hold 1- 3 Legend

Non insulated Deck, air passes through (aka Spar Deck)

Insulated, air tight Deck or Tanktop

Non Insulated, air tight Deck

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 - 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 | 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

