



### General

|                     |              |               |                       |                       |
|---------------------|--------------|---------------|-----------------------|-----------------------|
| Built               | January-2019 | International | <b>GT</b><br>6,045.00 | <b>NT</b><br>3,269.00 |
| Flag                | Bahamas      | Panama Canal  |                       | 0.00                  |
| Port of Registry    | Nassau       | Suez Canal    |                       | 0.00                  |
| Callsign            | C6DL7        |               |                       |                       |
| IMO/Lloyds nr       | 9795971      |               | <b>Draft</b>          | <b>DWAT</b>           |
| Length over all [m] | 115.10       | Tropical      | 7.66                  | 7,445                 |
| Beam [m]            | 18.00        | Summer        | 7.50                  | 7,158                 |
| Depth [m]           | 10.30        | Winter        | 7.34                  | 6,871                 |
| Bowthruster(s)      | 1            |               |                       |                       |

### Reefer

|  |  |
|--|--|
| Holds  | 4  |
| Hatches                                      | 4  |
| Compartments                                 | 12   |
| Minimum Deckheight [m]                       | 2.40 (excl local areas)  |
| Allowable weight of forklift including cargo | maximum 9 mt (Forklift to be equipped with minimum 4 non hard rubber airtyres) |
| Temperature zones                            | 8  |
| Cooling sections                             | 1ABC   2ABC   3ABC   4ABC  |
| Temperature range [dC]                       | -25/+5   |
| Air circulations [/hr]                       | 60   |
| Air renewals [/hr]                           | 1.5  |
| 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                   | AUT-UMS, MON-SHAFT, unrestricted navigation, INWATERSURVEY, SYS-NEQ-1, SEEMP, REF-Cargo, REFCONT (E), BWT, CLEANSHIP, GREEN PASSPORT, ICE, equipped for the carriage of containers. |
| 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            | 31,757        | 314.91        | 27,993        | 285.70        | 27,900        | 285.87        | 29,928        | 310.07        | 117,578        | 1,196.55        |
| B            | 24,586        | 273.58        | 24,410        | 289.67        | 24,603        | 289.29        | 26,664        | 314.75        | 100,262        | 1,167.29        |
| C            | 20,254        | 203.77        | 25,258        | 284.37        | 25,341        | 289.66        | 21,336        | 239.47        | 92,188         | 1,017.26        |
| <b>Total</b> | <b>76,596</b> | <b>792.26</b> | <b>77,661</b> | <b>859.73</b> | <b>77,844</b> | <b>864.82</b> | <b>77,927</b> | <b>864.28</b> | <b>310,028</b> | <b>3,381.09</b> |

Hold 1-4 Legend

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

Non Insulated, air tight Deck

Insulated, air tight Deck or Tanktop

**Hatch sizes**

|      | Hold 1      | Hold 2      | Hold 3      | Hold 4      |
|------|-------------|-------------|-------------|-------------|
|      | l x b       | l x b       | l x b       | l x b       |
| Deck | 7.00 x 8.40 | 7.00 x 8.40 | 7.00 x 8.40 | 7.00 x 8.40 |
| A    | 7.35 x 8.40 | 7.35 x 8.40 | 7.35 x 8.40 | 7.35 x 8.40 |
| B    | 7.35 x 8.40 | 7.35 x 8.40 | 7.35 x 8.40 | 7.35 x 8.40 |

| Container Carrying Capacity        |           |  | Max FEU's | Add.<br>TEU's | Max TEU's | Add.<br>FEU's |
|------------------------------------|-----------|--|-----------|---------------|-----------|---------------|
| <u>On Weather Deck and Hatches</u> |           |  |           |               |           |               |
| Empty Positions                    | Standard  |  | 72        | 0             | 149       | 0             |
| Max Stackweight                    | Standard  |  | 63        | 0             | 149       | 0             |
| Max Stackweight - Self-sustained   | Standard  |  | 0         | 0             | 0         | 0             |
| Empty Positions                    | High Cube |  | 65        | 0             | 130       | 0             |
| Max Stackweight                    | High Cube |  | 63        | 0             | 130       | 0             |
| Max Stackweight - Self-sustained   | High Cube |  | 0         | 0             | 0         | 0             |
| <u>Reefer Hold</u>                 |           |  |           |               |           |               |
| Empty Positions                    | Standard  |  | 0         | 0             | 0         | 0             |
| Max Stackweight                    | Standard  |  | 0         | 0             | 0         | 0             |
| Max Stackweight - Self-sustained   | Standard  |  | 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            52  
of which Self-sustained                      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            52

### Cargo Gear

8 Derricks x 7.0 mt or 4 x 7.0 mt in Union Purchase

