



General

Built	January-1993	International	GT	NT
Flag	Liberia	Panama Canal	6,363.00	4,297.00
Port of Registry	Monrovia	Suez Canal		5,696.37
Callsign	A8JI5			5,573.44
IMO/Lloyds nr	9014444		Draft	DWAT
Length over all [m]	130.50	Tropical	7.93	7,690
Beam [m]	19.00	Summer	7.77	7,387
Depth [m]	10.10	Winter	7.61	7,087
Bowthruster(s)	1			

Reefer

Holds	4
Hatches	4
Compartments	15
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	1A, 1BC, 2AB, 2CD, 3AB, 3CD, 4AB, 4CD
Temperature range [dC]	-30/+15
Air circulations [/hr]	90
Air renewals [/hr]	4
USDA equipped	Yes, valid until 15-December-2018
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	+RMC
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	30,348	331.00	15,355	184.00	13,568	166.00	15,309	187.00	74,580	868.00
B	23,755	240.00	31,218	340.00	29,630	330.00	31,135	355.00	115,738	1,265.00
C	18,304	196.00	29,276	338.00	28,000	331.00	28,510	320.00	104,090	1,185.00
D			25,429	265.00	27,993	297.00	23,582	241.00	77,004	803.00
Total	72,407	767.00	101,278	1,127.00	99,191	1,124.00	98,536	1,103.00	371,412	4,121.00

Hatch sizes

	Hold 1	Hold 2	Hold 3	Hold 4
	l x b	l x b	l x b	l x b
Deck	6.20 x 7.40	6.20 x 7.40	6.20 x 7.40	6.20 x 7.40
A				
B				
C				

Container Carrying Capacity	Max FEU's	Add. TEU's	Max TEU's	Add. FEU's
On Weather Deck and Hatches				
Empty Positions Standard	49	2	60	3
Max Stackweight Standard	45	0	42	0
Max Stackweight - Self-sustained Standard	28	0	28	0
Empty Positions High Cube	49	2	60	3
Max Stackweight High Cube	45	0	42	0
Max Stackweight - Self-sustained High Cube	28	0	28	0
Reefer Hold				
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	32
of which Selfsustained	23

'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	47
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Cargo Gear

8 Derricks x 5.0 mt or 4 x 5.0 mt in Union Purchase
1 Crane x 36.0 mt

Bunker Tank Capacities

	<u>Cbm (100%)</u>	<u>Cbm at max filling level*</u>	<u>mt**</u>
Bunkertanks dedicated for High Sulphur RMG380 (IFO380)	768	653	647
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	186	158	156
Total bunker capacity for RMG380 (IFO380)	954	811	803
Bunkertanks dedicated for High Sulphur DMB (MDO)	92	78	67
Total bunker capacity for DMB (MDO)	92	78	67
Bunkertanks dedicated for Low Sulphur DMA (MGO)	86	73	62
Total bunker capacity for DMA (MGO)	86	73	62
<p>*) 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.</p>			

