



General			GT	NT
Built	January-1993	International	6,363.00	4,297.00
Flag	Liberia	Panama Canal		5,696.37
Port of Registry	Monrovia	Suez Canal		5,573.44
Callsign	A8JI5			
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

Reefer

Bowthruster(s)

Holds 4
Hatches 4
Compartments 15
Minimum Deckheight [m] 2.20

Allowable weight of forklift

including cargo maximum 5 mt (Forklift to be equiped with minimum 4 airtyres)

Temperature zones

Cooling sections 1A, 1BC, 2AB, 2CD, 3AB, 3CD, 4AB, 4CD

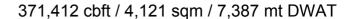
Temperature range [dC] -30/+15 Air circulations [/hr] 90 Air renewals [/hr] 4

USDA equipped Yes, valid until 15-December-2018

Controlled Atmosphere None

Modified Atmosphere No equipment on board

PRINCE OF SEAS





Classification Details

Classification Society
Main Class symbols
Service Notations
Navigation Notations

Bureau Veritas (BV)
I, +HULL, +MACH
+Refrigerated cargo ship
Unrestricted Navigation

Additional Class Notations +RMC
Machinery +MACH

Equivalent Finnish/Swedish Ice Strenghtening -

Reefer Compartment Capacity Breakdown

	Holo	11	Holo	12	Holo	13	Holo	14	Tota	al
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
Α	30,348	331.00	15,355	184.00	13,568	166.00	15,309	187.00	74,580	868.00
В	23,755	240.00	31,218	340.00	29,630	330.00	31,135	355.00	115,738	1,265.00
С	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
Α				
В				
С				

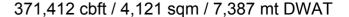
Container Carrying Capacity	Max FEU's	Add. TEU's	Max TEU's	Add. FEU's	
On Weather Deck and Hatches					
Empty Positions	Standard	49	2	60	3
Max Stackweight	Standard	45	0	42	0
Max Stackweight - Selfsustained	Standard	28	0	28	0
Empty Positions	High Cube	49	2	60	3
Max Stackweight	High Cube	45	0	42	0
Max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

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Description issued: 18-December-2015







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

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

	Cbm (100%)	Cbm at max filling level*	mt**
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

^{*)} Vessel shall not mix bunkers from different bunkerings in 1 bunker tank. This may reduce the actual bunker capacity.

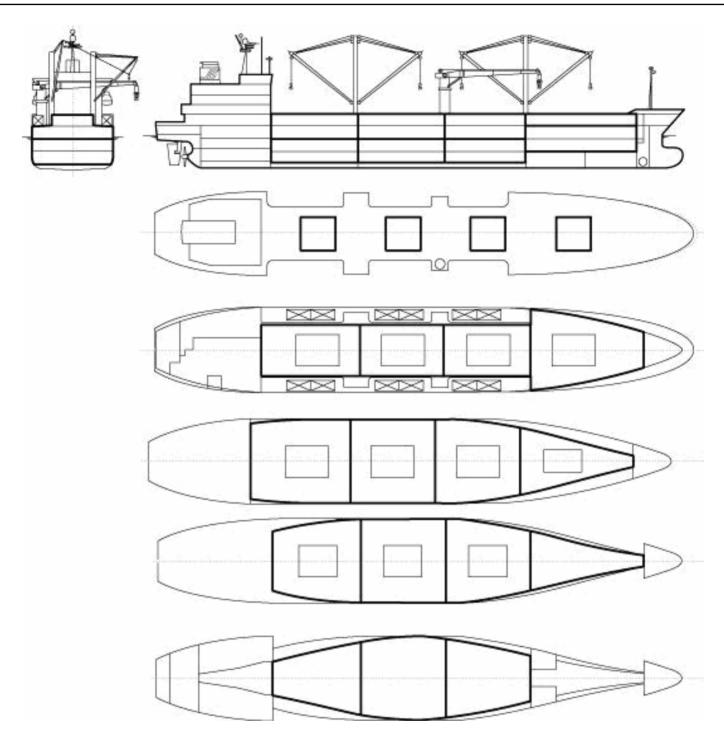
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All figures believed to be correct, but without guarantee

^{**)} Capacity in mt serve as indication only.







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