



General

Built	February-1991	International	GT	NT
Flag	Faroe Islands	Panama Canal	5,084.00	3,163.00
Port of Registry	Torshavn	Suez Canal		4,654.00
Callsign	OZ2162			4,454.16
IMO/Lloyds nr	8819275		Draft	DWAT
Length over all [m]	109.00	Tropical	7.55	6,350
Beam [m]	18.00	Summer	7.40	6,101
Depth [m]	9.80	Winter	7.25	5,880
Bowthruster(s)	1			

Reefer

Holds	4
Hatches	4
Compartments	16
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	1AB, 1CD, 2AB, 2CD, 3AB, 3CD, 4AB, 4CD
Temperature range [dC]	-25 / +12
Air circulations [/hr]	90
Air renewals [/hr]	3
USDA equipped	Yes, certificate expired
Controlled Atmosphere	None
Modified Atmosphere	No equipment on board

Classification Details

Classification Society	Det Norske Veritas (DNV)
Class Notation	+1A1 Reefer(-25 °C/+32 °C sea) E0 refrigerated cargo ship LMC, UMS, Lloyds RMC

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	13,247	159.00	11,008	130.00	10,447	122.00	10,845	128.00	45,547	539.00
B	18,819	228.00	21,130	263.00	20,613	254.00	20,386	251.00	80,948	996.00
C	15,023	188.00	21,377	256.00	21,117	256.00	18,482	228.00	75,999	928.00
D	8,665	106.00	19,838	238.00	20,454	249.00	14,319	179.00	63,276	772.00
Total	55,754	681.00	73,353	887.00	72,631	881.00	64,032	786.00	265,770	3,235.00

Hatch sizes

	Hold 1	Hold 2	Hold 3	Hold 4
	l x b	l x b	l x b	l x b
Deck	9.80 x 8.50	9.80 x 8.50	9.80 x 8.50	9.80 x 8.50
A	9.80 x 8.00	9.80 x 8.00	9.80 x 8.00	9.80 x 8.00
B	8.40 x 8.00	9.80 x 8.00	9.80 x 8.00	9.80 x 8.00
C	6.30 x 8.00	9.80 x 8.00	9.80 x 8.00	9.80 x 8.00

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	44	6	94	0
Max Stackweight	Standard	20	0	60	0
Max Stackweight - Selfsustained	Standard	0	0	0	0
<u>Reefer Hold</u>					
Empty Positions	Standard	0	0	48	0
Max Stackweight	Standard	0	0	48	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.

Standard Voyage Container Carrying Capacity

Nr of High Cube (9.5') Reefers 0
 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 20

Cargo Gear

4 Cranes x 6.0 mt or 2 x 3.5 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)	695	624	619
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	182	161	159
Total bunker capacity for RMG380 (IFO380)	878	785	778
Bunkertanks dedicated for Low Sulphur DMA (MGO)	125	106	91
Total bunker capacity for DMA (MGO)	125	106	91

*) 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.

