



General			GT	NT
Built	February-1997	International	5,100.00	2,314.00
Flag	Dutch	Panama Canal		4,383.00
Port of Registry	Willemstad	Suez Canal		4,398.00
Callsign	PJYS			
IMO/Lloyds nr	9120217		Draft	DWAT
Length over all [m]	117.27	Tropical		
Beam [m]	17.50	Summer	6.70	5,972
Depth [m]	9.75	Winter		

Reefer

Bowthruster(s)

Holds 4
Hatches 4
Compartments 12
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 1ABC, 2ABC, 3ABC, 4AB, 4C

Temperature range [dC] -25/+12
Air circulations [/hr] 90
Air renewals [/hr] 2

USDA equipped Yes, valid until 01-August-2018

Controlled Atmosphere None

Modified Atmosphere No equipment on board

Classification Details

Classification Society Lloyd'S Register (LR)

Classification +100A1

Machinery Notation +LMC, UMS, +Lloyds RMC

Equivalent Finnish/Swedish

Ice Strenghtening -



Reefer Compartment Capacity Breakdown

	Hold	11	Holo	12	Holo	13	Holo	14	Tot	al
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
Α	19,720	203.00	25,540	273.00	25,880	277.00	25,170	268.00	96,310	1,021.00
В	16,070	183.00	22,350	260.00	22,960	267.00	21,760	252.00	83,140	962.00
С	13,580	155.00	21,900	254.00	23,280	270.00	21,840	263.00	80,600	942.00
Total	49,370	541.00	69,790	787.00	72,120	814.00	68,770	783.00	260,050	2,925.00

Hatch sizes

	Hold 1	Hold 2	Hold 3	Hold 4
	l x b	l x b	l x b	l x b
Deck	7.40 x 7.60	7.40 x 7.60	7.40 x 7.60	7.40 x 7.60
Α	7.40 x 7.60	7.40 x 7.60	7.40 x 7.60	7.40 x 7.60
В	7.40 x 7.60	7.40 x 7.60	7.40 x 7.60	7.40 x 7.60

Container Carrying Capacity	Max FEU's	Add. TEU's	Max TEU's	Add. FEU's	
On Weather Deck and Hatches					
Empty Positions	Standard	16	9	41	0
Max Stackweight	Standard	16	9	41	0
Max Stackweight - Selfsustained	Max Stackweight - Selfsustained Standard		0	0	0
Reefer Hold					
Empty Positions	Standard	0	0	27	0
Max Stackweight	Standard	0	0	27	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 of

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 16 of which Selfsustained

'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 41

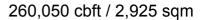
Cargo Gear

4 Cranes x 5.0 mt

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All figures believed to be correct, but without guarantee







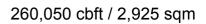
Bunker Tank Capacities

	<u>Cbm (100%)</u>	Cbm at max filling level*	mt**
Bunkertanks dedicated for High Sulphur RMG380 (IFO380)	624	531	526
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	158	134	133
Overflow/Settling/Daytanks for RMG380 (IFO380)	52	40	40
Total bunker capacity for RMG380 (IFO380)	835	705	699
Bunkertanks dedicated for Low Sulphur DMA (MGO)	1,081	914	786
Total bunker capacity for DMA (MGO)	1,081	914	786

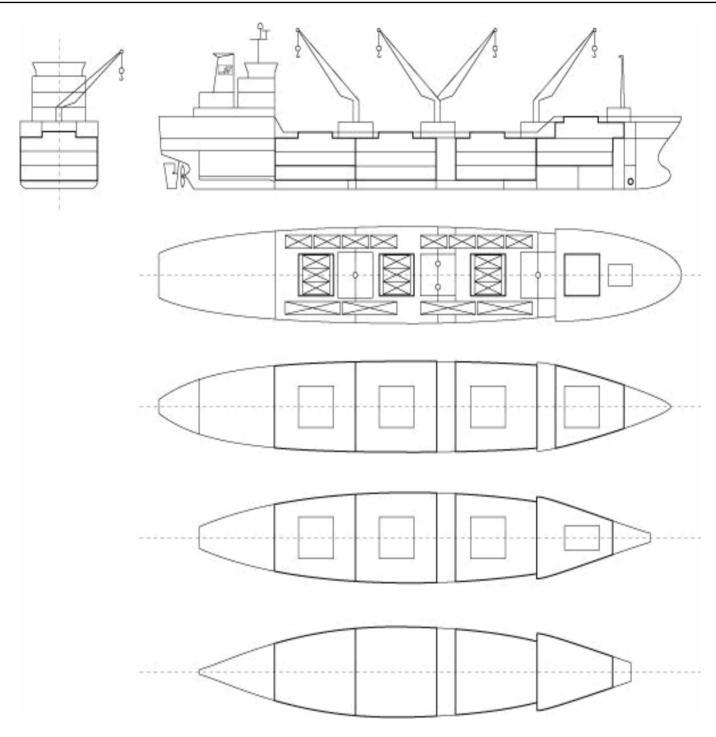
^{*)} Vessel shall not mix bunkers from different bunkerings in 1 bunker tank. This may reduce the actual bunker capacity.

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









Description issued: 09-October-2015