



General

Built	February-1997	International	GT	NT
Flag	Dutch	Panama Canal	5,100.00	2,314.00
Port of Registry	Willemstad	Suez Canal		4,383.00
Callsign	PJYS			4,398.00
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		
Bowthruster(s)	1			

Reefer

Holds	4
Hatches	4
Compartments	12
Minimum Deckheight [m]	2.20
Allowable weight of forklift including cargo	maximum 5 mt (Forklift to be equipped with minimum 4 airtyres)
Temperature zones	5
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 1		Hold 2		Hold 3		Hold 4		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
A	19,720	203.00	25,540	273.00	25,880	277.00	25,170	268.00	96,310	1,021.00
B	16,070	183.00	22,350	260.00	22,960	267.00	21,760	252.00	83,140	962.00
C	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
A	7.40 x 7.60	7.40 x 7.60	7.40 x 7.60	7.40 x 7.60
B	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
<u>On Weather Deck and Hatches</u>					
Empty Positions	Standard	16	9	41	0
Max Stackweight	Standard	16	9	41	0
Max Stackweight - Selfsustained	Standard	0	0	0	0
<u>Reefer Hold</u>					
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 on stability, stackweight and visibility.

Standard Voyage Container Carrying Capacity

Nr of High Cube (9.5') Reefers 16
 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 41

Cargo Gear

4 Cranes x 5.0 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)	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
<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>			

