



General			GT	NT
Built	June-1996	International	5,918.00	3,177.00
Flag	Liberia	Panama Canal		5,088.00
Port of Registry	Monrovia	Suez Canal		4,294.14
Callsign	D5IV7			
IMO/Lloyds nr	9127928		Draft	DWAT
Length over all [m]	133.92	Tropical	8.07	8,250
Beam [m]	16.31	Summer	7.91	7,947
Depth [m]	11.90	Winter	7.74	7,647
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 equiped with minimum 4 airtyres)

Temperature zones

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

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

USDA equipped Yes, valid until 15-April-2016

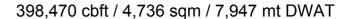
Controlled Atmosphere CA pre-piped

Modified Atmosphere No equipment on board

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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 +AUT-UMS, MON-SHAFT, +REF-CARGO

Machinery +MACH

Equivalent Finnish/Swedish Ice Strenghtening

Reefer Compartment Capacity Breakdown

	Hold	11	Holo	12	Holo	13	Holo	14	Tota	al
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
Α	27,165	302.10	30,217	351.50	27,932	323.20	28,344	328.30	113,658	1,305.10
В	23,256	270.50	28,702	351.10	26,458	324.10	26,589	324.70	105,005	1,270.40
С	18,568	213.20	27,896	346.10	25,987	324.30	23,579	287.30	96,030	1,170.90
D	15,778	176.60	27,511	326.10	26,246	313.10	14,242	173.90	83,777	989.70
Total	84,767	962.40	114,326	1,374.80	106,623	1,284.70	92,754	1,114.20	398,470	4,736.10

Hatch sizes

	Hold 1	Hold 2	Hold 3	Hold 4
	l x b	l x b	l x b	l x b
Deck	8.10 x 8.08	8.10 x 8.08	8.10 x 8.08	8.10 x 8.08
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	45	0	90	0
Max Stackweight	Standard	27	0	54	0
Empty Positions	High Cube	45	0	90	0
Max Stackweight	High Cube	27	0	54	0
Reefer Hold					
Empty Positions	Standard	0	0	40	0
Empty Positions	High Cube	0	0	40	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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Standard Voyage Container Carrying Capacity

Nr of High Cube (9.5') Reefers 17 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 25

Cargo Gear

4 Cranes x 7.0 mt

Bunker Tank Capacities

	<u>Cbm (100%)</u>	Cbm at max filling level*	<u>mt**</u>
Bunkertanks dedicated for High Sulphur RMG380 (IFO380)	746	667	661
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	175	166	164
Overflow/Settling/Daytanks for RMG380 (IFO380)	68	58	57
Total bunker capacity for RMG380 (IFO380)	989	891	883
Bunkertanks dedicated for Low Sulphur DMA (MGO)	87	74	62
Total bunker capacity for DMA (MGO)	87	74	62

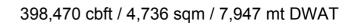
^{*)} Vessel shall not mix bunkers from different bunkerings in 1 bunker tank. This may reduce the actual bunker capacity.

Description issued: 04-December-2015

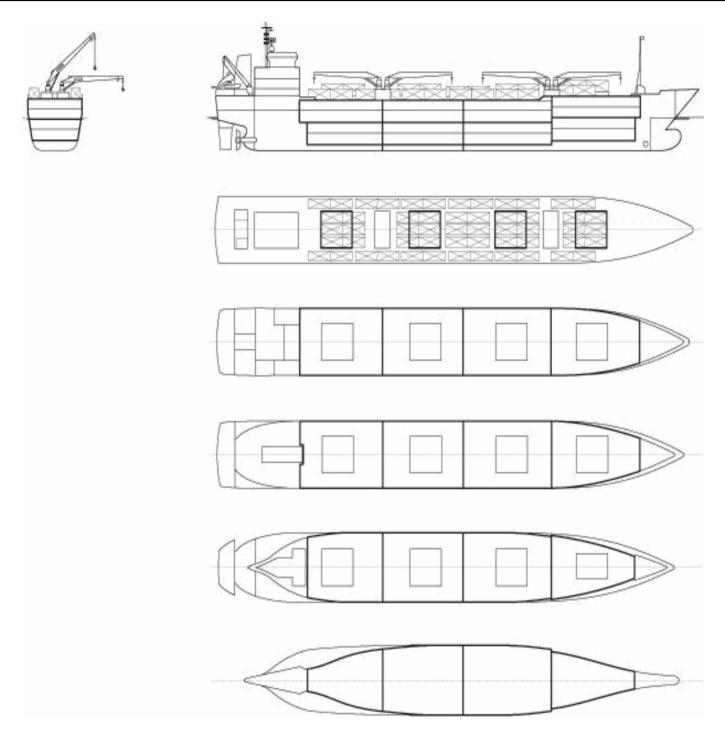
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^{**)} Capacity in mt serve as indication only.









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