



General

Built	June-1996	International	GT 5,918.00	NT 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 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]	2
USDA equipped	Yes, valid until 15-April-2016
Controlled Atmosphere	CA pre-piped
Modified Atmosphere	No equipment on board

Classification Details

Classification Society	Bureau Veritas (BV)
Main Class symbols	I, +HULL, +MACH
Service Notations	+Refrigerated cargo ship
Navigation Notations	Unrestricted Navigation
Additional Class Notations	+AUT-UMS,MON-SHAFT, +REF-CARGO
Machinery	+MACH
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	27,165	302.10	30,217	351.50	27,932	323.20	28,344	328.30	113,658	1,305.10
B	23,256	270.50	28,702	351.10	26,458	324.10	26,589	324.70	105,005	1,270.40
C	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
A				
B				
C				

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.*

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>	<u>Cbm at max filling level*</u>	<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.
 **) Capacity in mt serve as indication only.

