



### General

Built	December-1992	International	<b>GT</b> 7,303.00	<b>NT</b> 4,812.00
Flag	Liberia	Panama Canal		6,577.00
Port of Registry	Monrovia	Suez Canal		6,639.00
Callsign	A8OE3			
IMO/Lloyds nr	9045168		<b>Draft</b>	<b>DWAT</b>
Length over all [m]	134.02	Tropical	7.73	8,368
Beam [m]	20.80	Summer	7.57	8,075
Depth [m]	10.17	Winter	7.41	7,676
Bowthruster(s)	-			

### Reefer

Holds	4
Hatches	4
Compartments	15
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	1A, 1BC, 2AB, 2CD, 3AB, 3CD, 4AB, 4CD
Temperature range [dC]	-30/+15
Air circulations [/hr]	90
Air renewals [/hr]	4
USDA equipped	Yes, valid until 15-September-2018
Controlled Atmosphere	None
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	+REF-CARGO
Machinery	+MACH
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	30,048	340.85	20,569	228.12	20,438	229.59	23,714	267.46	94,769	1,066.02
B	19,090	227.30	30,875	345.89	34,494	371.23	38,662	421.78	123,122	1,366.20
C	13,966	163.27	28,378	340.93	32,265	390.72	31,418	355.05	106,028	1,249.97
D			23,189	270.18	30,328	354.83	23,449	237.07	76,966	862.08
<b>Total</b>	<b>63,105</b>	<b>731.42</b>	<b>103,011</b>	<b>1,185.12</b>	<b>117,525</b>	<b>1,346.37</b>	<b>117,243</b>	<b>1,281.36</b>	<b>400,884</b>	<b>4,544.27</b>

**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 7.30	7.40 x 7.30	7.40 x 7.30	7.40 x 7.30
A	7.40 x 7.30	7.40 x 7.30	7.40 x 7.30	7.40 x 7.30
B	7.40 x 4.90	7.40 x 7.30	7.40 x 7.30	7.40 x 7.30
C		7.40 x 7.30	7.40 x 7.30	7.40 x 7.30

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	6	0	12	0
Max Stackweight	Standard	6	0	12	0
Max Stackweight - Self-sustained	Standard	0	0	0	0
<u>Reefer Hold</u>					
Empty Positions	Standard	0	0	0	0
Max Stackweight	Standard	0	0	0	0
Max Stackweight - Self-sustained	Standard	0	0	0	0

'Max Stackweight' and 'Max Stackweight - Self-sustained' 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           6  
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           12

**Cargo Gear**

8 Derricks x 5.0 mt or 4 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)	814	692	686
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	177	150	149
<b>Total bunker capacity for RMG380 (IFO380)</b>	<b>991</b>	<b>842</b>	<b>835</b>
Bunkertanks dedicated for Low Sulphur DMA (MGO)	173	147	125
<b>Total bunker capacity for DMA (MGO)</b>	<b>173</b>	<b>147</b>	<b>125</b>

\*) 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.

