



General

| | | | | |
|---------------------|--------------|---------------|--------------|-------------|
| Built | January-1998 | International | GT | NT |
| Flag | Dutch | Panama Canal | 5,100.00 | 2,314.00 |
| Port of Registry | Willemstad | Suez Canal | | 4,344.00 |
| Callsign | PJBQ | | | 4,398.00 |
| IMO/Lloyds nr | 9163403 | | 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 x 500kW | | | |

Reefer

| | |
|--|--|
| Holds | 4 |
| Hatches | 4 |
| Compartments | 12 |
| Minimum Deckheight [m] | 2.20 (excl local areas) |
| Allowable weight of forklift including cargo | maximum 5 mt (Forklift to be equipped with minimum 4 non hard rubber airtyres) |
| Temperature zones | 5 |
| Cooling sections | 1ABC 2BCD 3BCD 4BC 4D |
| Temperature range [dC] | -25/+12 |
| Air circulations [/hr] | 90 |
| Air renewals [/hr] | 2 |
| USDA equipped | Yes, certificate expired |
| Controlled Atmosphere | None |
| Modified Atmosphere | No equipment on board |

Classification Details

| | |
|--|------------------------|
| Classification Society | Lloyd'S Register (LR) |
| Classification | +100A1 |
| Hull Notation | |
| Machinery Notation | +LMC, UMS, +Lloyds RMC |
| 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 | 19,720 | 203.00 | | | | | | | 19,720 | 203.00 |
| A | 16,070 | 183.00 | 25,540 | 273.00 | 25,880 | 277.00 | 25,170 | 268.00 | 92,660 | 1,001.00 |
| B | 13,580 | 155.00 | 22,350 | 260.00 | 22,960 | 267.00 | 21,760 | 252.00 | 80,650 | 934.00 |
| C | | | 21,900 | 254.00 | 23,280 | 270.00 | 21,840 | 263.00 | 67,020 | 787.00 |
| Total | 49,370 | 541.00 | 69,790 | 787.00 | 72,120 | 814.00 | 68,770 | 783.00 | 260,050 | 2,925.00 |

Hold 1- 4 Legend

Non insulated Deck, air passes through (aka Spar Deck)

Insulated, air tight Deck or Tanktop

Non Insulated, air tight Deck

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 | - | | |
| 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 |

| 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 - Self-sustained | 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 - 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 16
 of which Self-sustained 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

