



**General**

Built	February-1993	International	<b>GT</b> 7,313.00	<b>NT</b> 4,808.00
Flag	Bahamas	Panama Canal		6,554.00
Port of Registry	Nassau	Suez Canal		6,491.00
Callsign	C6G15			
IMO/Lloyds nr	9047245		<b>Draft</b>	<b>DWAT</b>
Length over all [m]	134.02	Tropical	7.73	8,367
Beam [m]	20.80	Summer	7.57	8,044
Depth [m]	10.17	Winter	7.42	7,724
Bowthruster(s)	-			

**Reefer**

Holds	4
Hatches	4
Compartments	15
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	8
Cooling sections	1A - 1B C - 2A B - 2C D - 3A B - 3C D - 4A B - 4C D
Temperature range [dC]	-30/+15
Air circulations [/hr]	90
Air renewals [/hr]	4
USDA equipped	Yes, certificate expired
Controlled Atmosphere	None
Modified Atmosphere	No equipment on board

**Classification Details**

Classification Society	Bureau Veritas (BV)
Main Class symbols	I
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>

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 7.30	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>
VLS	991	842	835
<b>Total bunker capacity for RMG380 (IFO380)</b>	<b>991</b>	<b>842</b>	<b>835</b>
ULS	173	147	125
<b>Total bunker capacity for DMB (MDO)</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. Actual capacity in mt depending ao on the specific gravity and temperature of the supplied bunkers.

Vessel to be solely supplied with fuels minimal as per ISO 8217:2017 or any subsequent amendment thereof. All supplied fuels shall be suitable to enable main propulsion and auxiliary machinery to operate efficiently and without harmful effects and in line with any national and/or international requirements. Fuels to be mineral based products and shall not contain waste lubricants (ULO), chemicals or any other harmful substances and shall be of homogenous and stable nature. Charterers to buy and arrange bunkers only from qualified suppliers and/or from majors and carry out their own quality checks as deemed necessary for their control. Bunkers supplied in Amsterdam/Velsen/Beverwijk/IJmuiden region must have an origin from a major supplier (BP/Shell/Exxon).

Charterers warrant that whenever bunkers are ordered for the vessel, the order not to put a lien on the vessel and explicitly request "The Products shall not include waste chemicals, waste lubricants and/or other non-fuel components."

BIMCO Bunker Fuel Sulphur Content clause for Time Charter parties 2004 to apply.

If vessel is redelivered in an ECA area, Charterers warrant that vessel will be redelivered with sufficient bunkers suitable for consumption as per the requirements of the relevant ECA area to reach a port or place where suitable bunkers may be supplied.

Vessel participates in fuel testing program. Samples are taken during each fuel from each supplied grade. Costs involved to be equally shared between Owners and Charterers. Vessel shall not consume any supplied fuel without having received full fuel analysis report confirming the fuel's

