



General

			GT	NT
Built	December-2001	International	7,207.00	2,441.00
Flag	Dutch	Panama Canal		6,176.00
Port of Registry	Groningen	Suez Canal		6,576.00
Callsign	PDOS			
IMO/Lloyds nr	9238703		Draft	DWAT
Length over all [m]	132.90	Tropical	8.25	7,877
Beam [m]	18.80	Summer	8.08	7,749
Depth [m]	10.28	Winter	7.91	7,215
Bowthruster(s)	1 x 368kW			

Reefer

Holds	4
Hatches	4
Compartments	14
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	6
Cooling sections	1A - 1B - 1C - 2A - 2B - 2C - 3A - 3B - 3C - 3D - 4A - 4B - 4C - 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	Bureau Veritas (BV)
Main Class symbols	I, +Hull, +Mach
Service Notations	Refrigerated cargo ship
Navigation Notations	Unrestricted Navigation
Additional Class Notations	+AUT-UMS, +REF-CARGO -QUICKFREEZE
Machinery	+MACH

Reefer Compartment Capacity Breakdown

	Hold 1		Hold 2		Hold 3		Hold 4		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
A	24,579	216.10	18,975	201.00	19,406	201.00	16,771	173.00	79,731	791.10
B	15,235	150.30	29,234	332.80	31,872	384.90	25,907	333.00	102,247	1,201.00
C	9,892	117.80	26,020	286.80	33,203	377.30	28,697	324.00	97,811	1,105.90
D					30,960	338.00	25,688	248.80	56,648	586.80
Total	49,705	484.20	74,228	820.60	115,441	1,301.20	97,063	1,078.80	336,437	3,684.80

Hold 1- 4 Legenda

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	10.00 x 7.97	10.00 x 9.37	10.00 x 9.37	10.00 x 9.37
A	10.00 x 6.21	10.00 x 8.80	10.00 x 8.80	10.00 x 8.80
B	8.13 x 4.98	10.00 x 8.80	10.00 x 8.80	10.00 x 8.80
C		-	10.00 x 8.80	10.00 x 8.80

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	18	0	8	0
Max Stackweight	Standard	18	0	8	0
Max Stackweight - Selfsustained	Standard	18	0	0	0
<u>Reefer Hold</u>					
Empty Positions	Standard	0	0	0	0
Max Stackweight	Standard	0	0	0	0
Max Stackweight - Selfsustained	Standard	0	0	0	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 0
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 22

Cargo Gear

4 Cranes x 6.0 mt

Bunker Tank Capacities

	<u>Cbm (100%)</u>	<u>Cbm at max filling level*</u>	<u>mt**</u>
Overflow/Settling/Daytanks for RMG380 (IFO380)	102	64	32
ULS	273	246	122
VLS	981	883	875
Total bunker capacity for RMG380 (IFO380)	1,357	1,193	1,029
ULS	622	560	456
Total bunker capacity for DMA (MGO)	622	560	456
<p>*) Vessel shall not mix bunkers from different bunkerings in 1 bunker tank. This may reduce the actual bunker capacity.</p> <p>**) Capacity in mt serve as indication only. Actual capacity in mt depending ao on the specifice gravity and temperature of the supplied bunkers.</p> <p>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).</p> <p>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."</p> <p>BIMCO Bunker Fuel Sulphur Content clause for Time Charter parties 2004 to apply.</p> <p>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.</p> <p>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</p>			

