Basic Data

Vessel's type	Refrigerated cargo vessel
Year built	1989
Class	IACS member

General

Length overall	107.65
Beam moulded	16.20
Depth main deck	9.30
GT (International)	3,999.00
NT (International)	2,619.00
Draught:	
- Tropical	7.72
- Summer	7.56
- Winter	7.40
DWAT:	
- Tropical	5,625.00
- Summer	5,415.00
- Winter	5,207.00
Bowthruster(s)	1

Machinery

Propelling type	Diesel
Total power	4200 kW (5706 hp)
Propelling machinery	x1 MaK 8M 551 4T, 8 cyl, 450 rpm
Propeller	x1 CPP Screw LB (oil-closed) 5, 157 rpm
Elec. installation	x1 Generator 1302 kVA (1042 kW)
	x2 Generator 599 kVA (479 kW)
	x1 Emergency generator 599 kVA (479 kW)
Boiler(s)	x1 Combined Auxiliary boiler 21 m², 10 bar
	x1 Exhaust gas Auxiliary boiler 84 m², 10 bar

Reefer

Holds	4
Hatches	4
Compartments	16
Minimum deckheight	2.20 (exl local areas)
Allowable weight of forklift including cargo	5 mt max (forklift to be equipped with non-hard rubber air tires)
Temperature zones	8
Cooling sections	1 AB | 2-3 AB | 2-3 CD | 4 AB | 4 CD
Temperature range	-25/+12 degrees Celsius
Air circulations	90 /hr
Air renewals	3 /hr
USDA equipped	Yes (expired cert)
Controlled atmosphere	No
Modified atmosphere	No equipment on board

Reefer Compartment Capacity Breakdown

	Hold 1		Hold 2		Hold 3		Hold 4		Total	
	cbft	sqm	cbft	sqm	cbft	sqm	cbft	sqm	cbft	sqm
A	12,653	154.00	11,232	136.00	10,711	130.00	15,140	185.00	49,736	605.00
B	18,309	191.00	20,409	234.00	19,603	227.00	21,075	240.00	79,396	892.00
C	13,924	155.00	19,253	228.00	18,966	230.00	16,108	188.00	68,251	801.00
D	11,654	120.00	18,516	201.00	19,654	207.00	14,055	135.00	63,879	663.00
Total	**56,540**	**620.00**	**69,410**	**799.00**	**68,934**	**794.00**	**66,378**	**748.00**	**261,262**	**2,961.00**

Non-insulated deck; air passes through (aka spar deck) | Non-insulated, air tight deck | Insulated, air tight deck or tanktop

Holds 2 and 3 are separated by a non-insulated wall.

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Hatch sizes

	Hold 1	Hold 2	Hold 3	Hold 4
	l x b	l x b	l x b	l x b
Deck	8.79 x 8.50	8.79 x 8.50	8.79 x 8.50	8.79 x 8.50
A	7.62 x 8.00	7.62 x 8.00 aft: 0.00 x 0.00	7.62 x 8.00	7.62 x 8.00
B	5.87 x 8.00	7.26 x 8.00 aft: 0.00 x 0.00	7.26 x 8.00	6.57 x 8.00
C	6.21 x 5.20	7.61 x 8.00 aft: 0.00 x 0.00	7.61 x 8.00	6.91 x 8.00

Container Carrying Capacity

		Max FEU's	Add. TEU's	Max TEU's	Add. FEU's
On Weather Deck and Hatches					
Empty Positions	Standard	16	20	52	0
Max Stackweight	Standard	8	0	16	0
Max Stackweight - Selfsustained	Standard	0	0	0	0
Reefer Hold					
Empty Positions	Standard	0	0	0	0
Max Stackweight	Standard	0	0	0	0
Max Stackweight - Selfsustained	Standard	0	0	0	0
Empty Positions	High Cube	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

Number 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

Number of electrical Reefer Plugs	6

Cargo Gear

Cranes	4 x 5 mt

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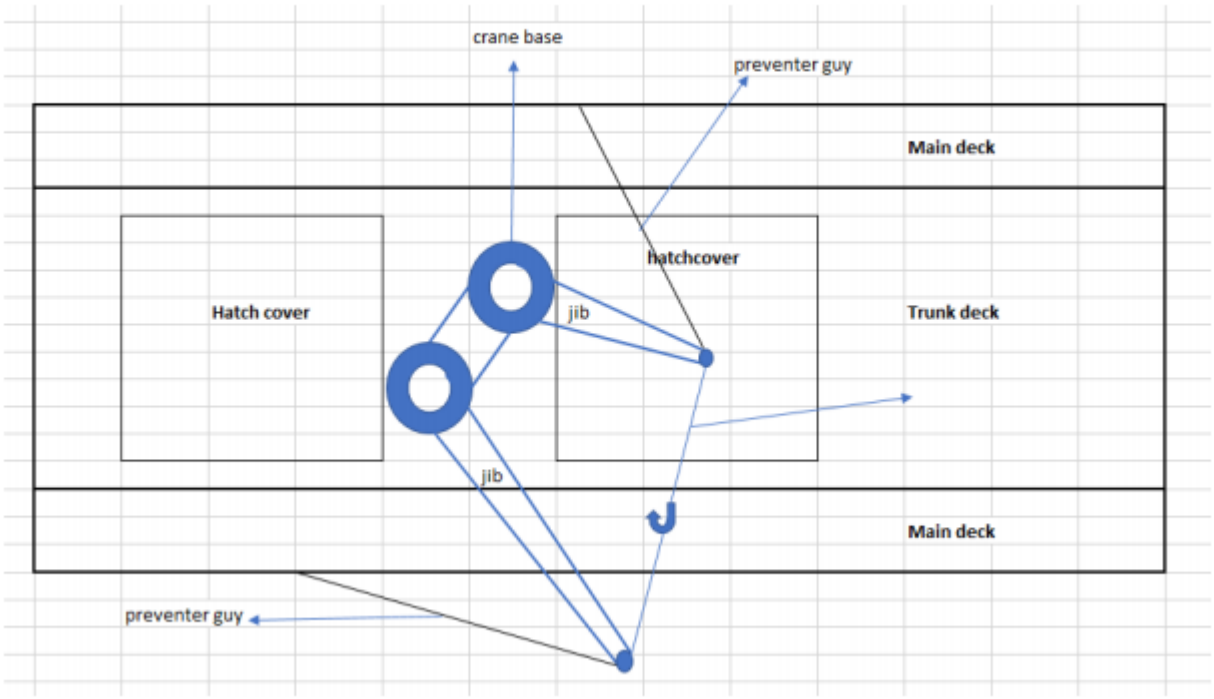
Union Purchase operation



Speed & Consumption

Ballast				
	Speed	**ME HFO**	**ME MGO**	**Slow Steaming**
	13.50	11.00	0.00	No
	15.50	14.00	0.00	No
	Ave. aux. cons. excl. reefer containers			
		A/E's	**Boiler**	
	HFO	0.00	0.00	
	MGO	0.00	0.00	
Banana Laden				
	Speed	**ME HFO**	**ME MGO**	**Slow Steaming**
	13.50	13.00	0.00	No
	15.00	16.00	0.00	No
	Ave. aux. cons. excl. reefer containers			
		A/E's	**Boiler**	
	HFO	0.00	0.00	
	MGO	0.00	0.00	
Frozen				
	Speed	**ME HFO**	**ME MGO**	**Slow Steaming**
	13.00	13.00	0.00	No
	14.50	16.00	0.00	No
	Ave. aux. cons. excl. reefer containers			
		A/E's	**Boiler**	
	HFO	0.00	0.00	
	MGO	0.00	0.00	
General Cargo				
	Speed	**ME HFO**	**ME MGO**	**Slow Steaming**
	13.50	13.00	0.00	No
	15.00	16.00	0.00	No
	Ave. aux. cons. excl. reefer containers			
		A/E's	**Boiler**	
	HFO	0.00	0.00	
	MGO	0.00	0.00	
In Port				
	Ave. aux. cons. excl. cargo			**Reefer Plant**
		A/E's	**Boiler**	**+ A/E's**
	HFO	1.00	0.00	0.50
	MGO	0.00	0.30	1.30

- All speeds are “about”, all consumptions are “about”, basis clean hull, clean propeller and deep (minimum 7 x deepest draft), currentless water/sea with a temperature of maximum 28 degree Celsius.
- Descriptions are given basis maximum Beaufort 4, maximum 2 meters combined swell and wave height.
- Additional MGO may be used for starting/stopping engines and/or manoeuvring and/or in narrow and/or restricted waters and/or in extreme weather conditions.
- All auxiliary consumptions are based on maintaining cargo temperatures, during reduction period higher consumptions may be recorded.
- All descriptions exclude consumption for carried laden reefer containers.
- Port consumptions are averages for vessel lying alongside berth; manoeuvring consumptions are excluded.
- Auxiliary consumption up to 6 mt/day with all generators fully loaded.
- All speeds are in knots and all consumptions are in metric tons per 24 hours.
- Conditions are based on sailing with even keel, unless stated otherwise. Significant trim, especially large negative trim, may have negative impact on the performance.
- All consumption figures are based on ISO 8217 (latest revision) specification fuels with following minimum caloric values:
HFO: 40.600 kJ/kg
MGO: 42.700 kJ/kg

Bunker Tank Capacities

	cbm (100%)	cbm at max filling level*	mt**
VLS	573	474	469
Total bunker capacity for RMG380 (IFO380)	**573**	**474**	**469**
ULS	88	75	64
Total bunker capacity for DMA (MGO)	**88**	**75**	**64**

*) Mixing bunkers from different bunkerings in one bunker tank may reduce the actual bunker capacity.
**) Capacity in mt serves as indication only; actual capacity in mt depending on the specific gravity and temperature of the supplied bunker.

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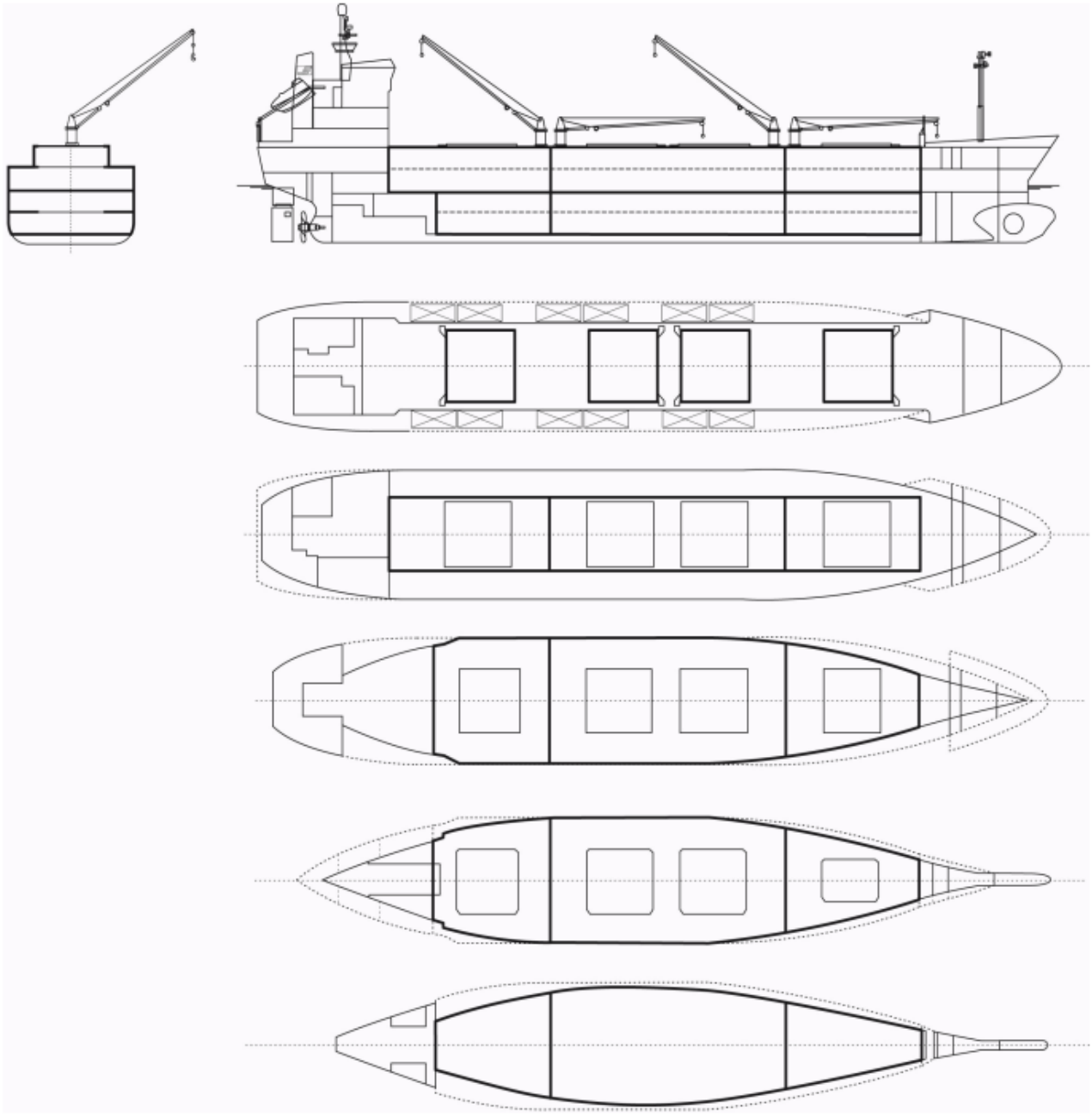

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