



Green Reefers

www.greenreefers.com

M/V «Green Toledo»

M/V «Green Concordia»



The vessel is fully gratings fitted and is built for a high flexibility for shipment of chilled/frozen cargo of both palletized and loose configuration.

The vessel's high square meter space allows for maximum utilization of vessels cubic capacity.

The derricks and the hatch design allow for fast and efficient cargo operations including transshipment operations.

Cargo Capacity

Comp.	Cubic ft	SQM	Height
1 A	26.839	255	2,20
2 A	30.936	298	2,20
3 A	31.360	305	2,20
4 A	31.218	294	2,20
1 B	23.237	210	2,20
2 B	25.144	281	2,20
3 B	26.239	307	2,20
4 B	25.215	275	2,20
1 C	15.158	147	2,20
2 C	21.754	232	2,20
3 C	24.473	286	2,20
4 C	20.447	211	2,20
Total	302.020	3.101	

Tonnage/capacities

Cubic	302.020 cbft
Sqm u. deck	3.101 Sqm
DWAT	7.075 mt
GT	5.617
NT	3.506

Main particulars

Built	1991
Loa	119,55 m
Beam	18,60 m
Summer draught	7,76 m
Main E.	7.200 bhp
Bowthruster	600 bhp

Tank capacity

975 mt IFO 380 RMG-35
75 mt MDO DMA

Holds/Hatches/Compartments

4/4/12
All hatches to all holds/compartments have free opening of minimum 9 m x 7,5 m

Ventilation/temperatures

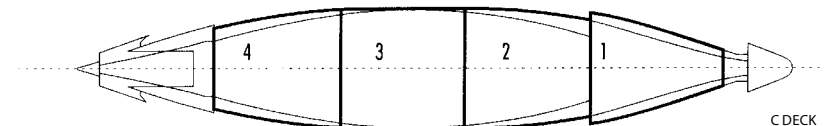
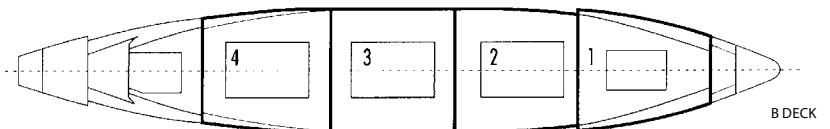
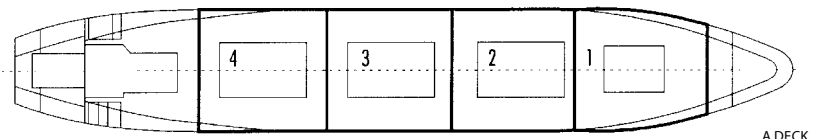
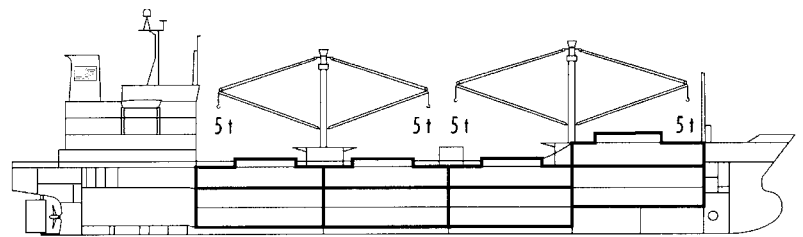
Air changes per hour: 90
Air renewal per hour: 4
8 separate cooling sections, with sufficient compressor capacity for keeping -30 to +15 degrees Celsius.

Derricks

8 x 5 mt derricks (3,0 mt in union purchase)

Speed and Consumption

Speed banana laden abt. 17 knots
Consumption main abt. 17 mt
IFO 380 RMG-35
Consumption aux abt. 1,5-3,5 mt
IFO 380 RMG-35
and 0,5 mt MDO DMB



Vessels particulars believed to be correct but not guaranteed