

MV "NJORD"
(former "Elusive")

Versatile, Gearless, Cellular, Container vessel

Type : Sietas 156 with Finnish / Swedish Ice class 1A
built at J.J. Sietas KG Schiffswerft & Co.,
Hamburg, Germany

Flag : Dutch

Homeport :

Built : 12/1995

Call Sign : P H K Y

IMO number : 9123805

Engine/Bridge : aft

Deadweight : abt 8.002 Mton Dwt sfb on abt 7.29 mtr draft

Class : Germanischer Lloyd - 100A5 E3 Containership:
Solas II-2, reg. 19 - MC ER3 AUT In water survey

GT/NT : 6.326 / 3.251

Length overall : 132,83 meter

Beam : 18,70 meter

Container intake

Total : 660 units 20' x 8' x 8'6''

Stowage hold : 206 units 54 / 62 / 68 / 22
1st / 2nd / 3rd / 4th tier

On deck : 454 units 10/ 72/100/100/100/72
1st/2nd/3rd / 4th / 5th/6th tier

(incl. 10 units stowed latitudinal in 5 tiers between hatches 3&4)

Whereof on deck in front of bridge : 80 units 10/ 14/14/14/ 14/14
1st/2nd/3rd/4th/5th/6th

or alternatively

Total : 327 units 40' x 8' x 8'6''

Stowage hold : 100 units 27/29 /33/11
1st/2nd/3rd/4th tier

On deck : 227 units 05/36/50/ 50/50/ 36
1st/2nd/3rd/4th/5th/6th tier

(Incl. 5 units stowed latitudinal in 5 tiers between hatches 3 & 4)

Whereof on deck in front of bridge : 40 units 05 /07/07/07 /07/07
1st/2nd/3rd/4th/5th/6th

Container intakes are always subject to vessels strength, stability and permissible stresses. The vessel is further capable of and/or fitted with:

*) 117 units 45' x 8' x 8'6'' (of which 30 in holds)

*) 451 units 30' x 8' x 8'6'' (of which 107 units in holds)

*) Block stowage in all bays. Cell guides in holds
 Holds I and II - 3 tiers 9'6'' + 1 tier 8'6''
 Holds III and IV - 3 tiers 9'6''
 Vessel able to load 24'6'', 30', 45' and 49' containers on deck and partly in holds. Over wide containers up to 2.50 meter in holds (provided cell guides have been adjusted accordingly and adequate notice for this given to Owners) and up to 2.595 meter on deck.

*) Fully fitted with loose lashing- and stowage material and stacking cones for 20' / 24'6'' / 30' / 40' and 45' units in holds and 20' / 24'6'' / 30' / 40' / 45' and 49' on deck.

*) Vessel is fitted with full automatic twist-lock system, in accordance with OSHA rules, on a 20' flat-rack which is movable by shore cranes.

1 hold / 3 hatches : No. 1 12.50 x 13.20 meter
 : No. 2 12.50 x 15.70 meter
 : No. 3 25.10 x 15.70 meter
 : No. 4 25.10 x 15.70 meter

Hydraulic folding hatch covers

Container Stability

- units of 20' at 10 metric tons homogeneous load
- units of 20' at 12 metric tons homogeneous load
- 405 units of 20' at 14 metric tons homogeneous load
- units of 20' at 16 metric tons homogeneous load
- units of 20' at 18 metric tons homogeneous load
- units of 20' at 20 metric tons homogeneous load
- units of 20' at 22 metric tons homogeneous load

Permissible stack weights	: 20' / 30' units	40' / 45' / 49' units
	: in metric tons	
Hold No. I + II	: 96 / 96	136 / 136 / ---
Hold No. III + IV	: 81 / 81	102 / 102 / 102
On hatches	: 45 / 45	65 / 65 / 65
On deck in front of bridge	: 60 / 60	80 / 80 / 80

Dangerous Cargo to be loaded in accordance with Vessel's Document of Compliance for the Carriage of Dangerous Goods.

Total 100 reefer sockets on weather deck
 All female with a power supply of 380 V, 50 Hz, 3 ph;
 No reefer extension cords on board.

Speed and consumption:

About 18.0 knots service speed on about 32.0 tons HFO 380 CST
 All figures are based on good weather conditions and smooth sea maximum Beaufort 2 and maximum Douglas Sea State 2, with 7.00 meter draught on even keel in deep water with clean bottom and no negative influents by currents, swell and/or tidal streams.

Maximum sea temperature 28° Celsius, excluding supply of reefers and calculated with 250 kW consumption for PTO, 3% power losses in gearbox and shaft.

Bunker Specifications:

Charterers to supply bunkers from 1a bunker suppliers in accordance with ISO-F 8217 2010 and subsequent revisions, MARPOL 73/78 Annex VI and subsequent revisions and European Union Directive 1999/32/EC and subsequent revisions and current CIMAC Recommendations / guidelines. Bunkers to be of stable nature and not to contain any of the following substances: phenols, styrenes, DCPD, inorganic acids, used or waste lubricating oils, refinery waste, tar oil or any other potentially harmful components.

-HFO in accordance with ISO 8217; 2010 RMG380 with a CCAI value of max 850

-MGO in accordance with ISO 8217; 2010 DMA

The Charterers shall supply fuels of such specifications and grades to permit the Vessel, at all times, to meet the maximum sulphur content requirements of any emission control zone when the Vessel is trading within that zone. The Charterers shall indemnify, defend and hold harmless the owners in respect of any loss, liability, delay, fines, costs or expenses arising or resulting from the Charterer's failure to comply with this clause.

For the purpose of this clause, "emission control zone" shall mean zones as stipulated in MARPOL 78/78 Annex VI and/or zones regulated by regional and/or national authorities such as, but not limited to, the EU.

Main engine	:	one MAK Diesel 6M601 C, 8 Cylinders; 4-stroke; direct injection
	:	rated power 6.600 kW at 425 rpm
Auxiliaries	:	two Diesel Generator sets Volvo 162 C - 350 kW each;
	:	with generators of 410 kVA each 380v, 3 phases, 50 cycles
	:	one Emergency Generator set KHD diesel type F 6 L 912 - 47 kW
	:	with generator 50 kVA, 380/220v, 50 Hz.
Bow-thruster	:	one v.p. Propeller bow-thruster of 720 kW
Shaft-generator	:	one shaft generator power 1525 kVA

Tank capacities	:	Water ballast	:	3.589 m3
	:	Fresh water	:	101 m3
	:	IFO 380	:	745 m3
	:	MDO	:	193 m3
	:	Waste oil	:	45 m3
	:	Waste water	:	12 m3

Fitted with all modern nautical aids, including a controllable pitch propeller. flap type rudder make Kamewa type 121xF5/4, 4500 mm, 4 blades, 144 rpm, rotation right.

All details and figures are ``about``, except fuel specifications, and are given in good faith but without guarantee.