

T/C DESCRIPTION: **M/V „NORDICA“ IMO No. 9483695**

YARD - SAINTY SHIPYARD, CHINA

CALLSIGN - P C S K

FLAG - THE NETHERLANDS

HOME PORT - SNEEK

BUILT - SEPTEMBER 2011

TYPE - CONTAINERVESEL – GEARLESS ENGINE/BRIDGE AFT

CLASS - BV + 1 HULL AND MACH INWATER SURVEY AUT – UMS ICE 1A

CONTAINERSHIP – DANGEROUS CARGO – UNRESTRICTED NAVIGATION
(EQUAL FINISH – SWEDISH AS PER PRESENT REGULATIONS)

MAINDIMENSIONS:

DWAT - ABT. 13031 MT - WITH DRAFT OF ABT. 8,00 M ON DRAUGHT SUMMER

GT / NT - ABT. 10318 / ABT. 5391

LOA / LBP - 151,72M / 142,42M

BREADTH MOULDED - 23,40M

DEPTH TO MAINDECK

MOULDED - 11,75M

HOLDS/HATCHES - 3 HOLDS / 6 HYDRAULIC OPERATED FLAP COVERS WHICH CAN BE OPENED

INDEPENDENTLY GIVING FREE ACCESS TO EACH 40'/45' BAY UNDERNEATH

HOLD NO. 1: DIVIDED BY A CROSSWISE BEAM IN MIDDLE OF HOLD;

1 ACCESS 12,48 M X 15,73 M; 1 ACCESS 12,48 M X 20,66 M

HOLD NO. 2: NO BEAM; 1 ACCESS 28,86 M X 20,66 M

HOLD NO. 3: DIVIDED BY A CROSSWISE BEAM IN MIDDLE OF HOLD;

1 ACCESS 12,48 M X 20,66 M; 1 ACCESS 12,48 M X 20,66 M

TANK CAPACITIES - HFO INCL. SETTLING TANKS ABT : 1042 CBM

MGO ABT : 138,7 CBM

LUBOIL STORAGE ABT : 61,8 CBM

BALLASTWATER ABT : 5500,6 CBM

FRESHWATER ABT : 150 CBM

FITTED WITH:

MAIN ENGINE - MAN 8L 48/60 B; 9000 KW / 500 RPM

AUXILIARY ENGINES - 3 x MAN -LINDENBERG D2842LE 301; 620 KW / 1800 RPM

GENERATORS - 3 x LEROY SOMER LSAM 49.1 M6; 550 eKW

EMERGENCY ENGINE - 1 x MAN-LINDENBERG D2876LE 201; 405 KW / 1800 RPM

GENERATOR - 1 x LEROY SOMER LSAM 47.2 VS2; 315 eKW

SHAFT GENERATOR - 1700 eKW

BOW THRUSTER - 800 KW / 11 MTO THRUST

PROPELLER - 1 ALPHA CPP VBS1460-ODF 5,4 MTRS DIA

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BALLAST SYSTEM - FRANK MOHN AS PUMP CAPACITY 500m³ PER HOUR

REEFER-POINTS - 255 REEFER-POINTS (FEMALE) WHEREOF 116 IN HOLD AND 139 ON DECK (ALL 40'); 12,5 KW; 450 V; 60 CYCLE; EARTH PIN POSITION 3 HRS.

VESSEL IS EQUIPPED WITH AN AUTOMATIC REEFER MONITORING SYSTEM (PTC). STOWAGE OF REEFER CONTAINERS IN HOLD MAY EFFECT STOWAGE OF DANGEROUS GOODS IN HOLDS.

OTHERS CO2 FITTED, AUSTRALIAN WATERS FITTED, CARGO COMPUTER FITTED, HOLDS 1 + 3 VENTILATED 15 X / HOLD 2 VENTILATED 24 X, SUEZ AND PANAMA FITTED

NAVIGATION FITTED WITH ALL MODERN NAUTICAL AIDS, SATELLITE NAVIGATION, WEATHER CHART RECORDER, INMARSAT SATCOM, CRUISING RANGE ABT. 10000 NM.

ACCOMODATION - 16 + 2 PERSONS

CRANES - GEARLESS

CONTAINER INTAKE ACCORDING TO IMO REGULATIONS (8'/8'6')

POS size	20'	40'	+20'	30'	+20'	45'	+20'	+40'
HOLD	322	156	10	188	8	62	10	94
HATCH COVER S	514	257	0	257	0	257	0	0
DECK FWD	68	32	4	32	4	18	4	14
DECK AFT	132	66	0	66	0	66	0	0
TOTAL	1036	511	14	543	12	403	14	108

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9'6 HIGH CUBE

CAPABILITY IN HOLDS - FULL LOAD OF 4 TIERS HIGH CUBE CONTAINERS 9'6 CAN BE ACCOMODATED IN ALL HOLDS

9'6" HIGH CUBE

CAPABILITY ON DECK -CONTAINER AT 40':303 UNITS ON DECK
CONTAINER AT 45': 299 UNITS ON DECK

EXCESSIVE BREADTH

OF CONTAINERS VESSEL IS ABLE TO LOAD CONTAINER WITH AN EXCESSIVE BREADTH OF UPTO 2,50MTR ON ALL POSITIONS IN HOLD AND ON DECK. VESSEL IS ABLE TO LOAD CONTAINER WITH AN EXCESSIVE BREADTH UPTO 2,60MTR ON 5 INNER ROWS ON DECK OF HATCH COVERS (40' BAYS 10,14,18,22,26) AND 4 INNER ROWS BAY 06.

CAPACITY OF OVERSIZED

CONTAINERS STOWAGE OF OVERSIZED CONTAINERS WITH 30'AND 45'UNITS DOES NOT AFFECT 20'/40' BLOCKSTOWAGE OF CONTAINERS ON OPPOSITE BAYS AND /OR INDEPENDENT OPENING OF HATCH COVERS. EXACT STOWAGE DETAIL FOR MIXED STOWAGE 20'/30'/40'/45' TO BE TAKEN FROM VESSELS STOWAGE PLAN AND/OR APPROVED CONTAINER SECURING MANUAL.

CELLGUIDES IN HOLDS

FULLY CELLULARIZED IN HOLDS FOR 40'UNITS. ALTERNATIVELY 2X 20'UNITS CAN BE STOWED INTO EACH 40'COMPARTMENT. CELLGUIDES IN HOLD NO.1 AND 3 ARE NOT REMOVABLE AND PERMANENTLY FIXED TO VESSEL'S STRUCTURE. MIDDLE CELL GUIDE IN HOLD NO. 2("90"HOLD) TO BE REMOVED ON SHORE IF 45'UNITS OR 3 BAYS AT 30'UNITS SHALL BE STOWED. MAXIMUM FLEXIBILITY FOR MIXED STOWAGE OF 4 BAYS AT 20' AND / OR 3 BAYS AT 30' AND / OR 2 BAYS 40'AND / OR 2 BAYS AT 45'CONTAINERS IS POSSIBLE PROVIDED CELLGUIDE IS REMOVED. EVENTUAL REMOVAL AND TORAGE OF REMOVAL CELLGUIDES ON SHORE ALWAYS TO BE AT CHARTERER'S RISK AND EXPENSES

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STABILITY EXAMPLE - MAX.CONTAINER INTAKE BASIS IMO WHEN HOMOGENOUS LOADED
TS/TEU: 740 TEU

ALL ABOVE CONTAINER INTAKES ARE MAXIMUM INTAKES ALWAYS SUBJECT TO VESSEL'S STABILITY / TRIM / DEADWEIGHT / PERMISSIBLE STRESS / PERMISSIBLE STACKWEIGHTS AND VISIBILITY, BUNKERS ON BOARD AND IMO REGULATIONS OF VISIBILITY. PANAMA – AND SUEZ – CANAL OR OTHER LOCAL REGULATIONS MAY ALSO REQUIRE OTHER VISIBILITY ANGLE DECREASING INTAKES.

FITTINGS - VESSEL IS FULLY FITTED WITH LOOSE LASHING MATERIAL AND FITTINGS ACCORDING TO OSHA RULES. A MIXTURE OF BOTH FULLY AUTOMATIC AND MANUAL LASHING MATERIAL USED ON DECK AND STACKING CONES ARE USED IN HOLDS TO LOAD THE PRESCRIBED CONTAINER CARGO. IF MIDDLE CELLGUIDE OF HOLD NO. 2 HAS BEEN REMOVED BY CHARTERERS, CONTAINERS IN HOLDS TO BE STOWED WITH ADDITIONAL TWISTLOCKS INSTEAD OF STACKING CONES. IN THIS CASE CHARTERERS TO DELIVER THE AMOUNT OF MISSING TWISTLOCKS, IF NECESSARY.

STRENGTH OF DECKS:

TANKTOP - 12 MT/M2 - DISTRIBUTED LOAD
WEATHERDECK - 1,75 MT/M2 - DISTRIBUTED LOAD

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CONTAINER STACKWEIGHTS (METRIC TONS)

POS/SIZE	20'	40'	30'	45'
HOLD	100	140	120	140
DECK FWD	60	75	60	75
HATCH	60	90	75	90
COVERS				
DECK AFT	75	140	120	140

DISTRIBUTION OF CONTAINER- WEIGHTS WITHIN A SINGLE 20'/30'/40'/45' STACK ON DECK TO COMPLY WITH THE APPROVED CONTAINER SECURING MANUAL.

SPEED/CONSUMPTION: - ABT. 18,5 KN AT ABT. 37,5 MT HFO WITHOUT SHAFT GENERATOR CONNECTED. NO MGO CONSUMPTION AT SEA PROVIDED SHAFT GENERATOR CONNECTED EXCEPT IF HOLD VENTILATION IS USED, REEFERS CONNECTED AND IN CASE OF EMERGENCY AND/OR NAVIGATION IN SHALLOW WATERS AND/OR REDUCED SPED ETC

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CHARTERERS TP PROVIDE SUFFICIENT QUANTITY OF MGO DURING SEA PASSAGES FOR OPERATING AUXILIARIES/ GENERATORS AND IN CASE OF EMERGENCY

PORT CONSUMPTION: - VESSEL IS CONSUMING MGO IN PORT FOR AUX GENERATORS AND PRE-HEATING OF HFO

CONSUMPTION ABT. 1,75 MT MGO PER DAY EXCL REEFERS, HOLD VENTILATION AND TANK HEATING.

VESSEL COULD USE UPTO ABT. 9 MT MGO FOR PRE-HEATING OF HFO AND FULL LOAD OF REEFERS/HOLD VENTILATION.

FUEL SPECIFICATION:

THE FUEL OIL SUPPLIED TO BE IN ACCORDANCE WITH ISO FUEL STANDARD 8217: 2010(E) RMG 380 OR LATER AMENDMENTS THERETO CALCULATED CARBON AROMATIC INDEX (CAI) NOT EXCEEDING VALUE OF MAX. 860

THE GASOIL SUPPLIED TO BE IN ACCORDANCE WITH ISO FUEL STANDARD 8217: 2010(E) DMA OR ANY LATER AMENDMENTS THERETO, EXCEPT DENCITY MAX 0,86 AT 15 DEGR. C.

CHARTERERS SHALL SUPPLY HEAVY FUEL/GASOIL/ECA COMPLIANT FUEL OF SUCH SPECIFICATION AND GRADES TO PERMIT THE VESSEL, AT ALL TIMES, TO MEET THE REQUIREMENTS OF ANY EMISSION CONTROL ZONE AS STIPULATED IN MARPOL ANNEX VI AND/OR ZONES REGULATED BY REGIONAL AND/OR NATIONAL AUTHORITIES WHEN THE VESSEL IS TRADING WITHIN THAT ZONE.

CHARTERERS SHALL SUPPLY SUITABLE FUEL ENABLE MAIN PROPULSION AND AUXILIARY MACHINERY TO OPERATE EFFICIENTLY AND WITHOUT HARMFUL EFFECTS TO CONTAIN NO WASTE LUBRICANTS OR CHEMICALS.

ALL FUEL DELIVERED TO THE VESSEL HAS TO BE A MINERAL OIL PRODUCT AND SHALL NOT CONTAIN TAROIL AND/OR INORGANIC ACID SUBSTANCES AND TO BE OF STABLE AND HOMOGEN NATURE.

VESSEL WILL PARTICIPATE IN THE FUEL QUALITY TESTING PROGRAMME. SAMPLES WILL BE TAKEN DURING EACH BUNKERING, COST TO BE FOR CHARTERERS ACCOUNT AND CHARTERERS WILL RECEIVE A COPY OF THE FUEL TESTING RESULTS. SLUDGE REMOVAL, IF ANY, TO BE FOR CHARTERERS ACCOUNT.

ALL ABOVE FIGURES OF SPEED AND CONSUMPTION ARE "ABOUT" WHILST VESSEL IS LAYING ON EVEN KEEL AT DESIGN DRAUGHT / HAVING CLEAN BOTTOM / SEA WATER TEMPERATURE MAX 28 DEGREES CELSIUS AND SUBJECT TO GOOD WEATHER CONDITIONS I.E. WIND FORCE NOT EXCEEDING BEAUFORT 2, SEA DOUGLAS STATE 2 AND NO NEGATIVE INFLUENCE BY CURRENTS AND/OR TIDAL STREAMS.

ALL DETAILS ABOUT AND WITHOUT GUARANTEE AND GIVEN IN GOOD FAITH