Vessel´s description:

--------------------------

MV "Njord" - blt: 03/2007

Full scantling gearless cellular container feeder with engine, bridge aft.

GENERAL DIMENSIONS:

- flag: dutch

- call sign:

- imo nr.: 9349227

- BV reg.nr.:

- mmsi:

- dwat: 9.593 mt dwat, sfb-draft 7,30 m

- loa: 141,60 m

- lbp: 132,42 m

- breadth moulded: 20,60 m

- depth to maindeck: 9,50 m

- draught: 7,30 m

- airdraft from keel: 38 m

- class: BV I HULL / MACH Container ship

Unrestricted navigation

AUT-UMS, ICE CLASS IA,Inwatersurvey

- GT/NT: abt. 7.720 GT / 3.614 NT

CONTAINER INTAKE

- vessel able to load 20´, 30´, 40´, 45´, 48´, 49´-units

(within ISO visibility line of 2 times vessels length)

TEU-INTAKE:

in hold 1 76 teu (10/18/24/24)

in hold 2 84 teu (28/28/28)

in hold 3 78 teu (22/28/28)

----------------------------------

in hold ttl 238 teu (60/74/80/24)

on deck 563 teu (12/85/119/119/119/85/24) 1st/7th tier

------------------------------------------------------------

total 801 teu (units 20/8/8´6")

FEU-INTAKE alternatively:

in hold 116 feu + 6 teu (28/36/40/12) (1st-4th tier)

on deck 260 feu + 43 teu (6/40/54/54/54/40/12) (1st-7th tier)

1st-7th tier incl 10x40´thwardships

------------------------------------------------------------------

total 376 feu (units 40/8/8´6") + 49 teu (units 20/8/8´6")

- highcubes: - hold 1: 2 tiers 9´6" + 1 tier 8´6"

- hold 2/3: 3 tiers 9´6" (all)

30´UNIT INTAKE (30´/8/8´6")

in hold 116 units + 0 feu + 6 teu

on deck 196 units + 66 feu + 29 teu

---------------------------------------------------------------

total 312 units (30/8/8´6") + 66 feu + 35 teu (units 20/8/8´6")

45´UNIT INTAKE (45´/8/8´6")

in hold 38 units + 78 feu + 6 teu

on deck 222 units + 0 feu + 18 teu

total 260 units (45/8/9´6") + 78 feu + 24 teu

48´UNIT INTAKE (49´/8/8´6")

in hold 0 units + 116 feu + 6 teu

on deck 54 units + 186 feu + 22 teu

------------------------------------------------------

total 54 units (48/8´6"/9´6.5") + 302 feu + 28 teu

49´UNIT INTAKE (49´/8/8´6")

in hold 0 units + 116 feu + 6 teu

on deck 54 units + 186 feu + 22 teu

total 54 units (49/8/9´6") + 302 feu + 28 teu

- cell guides in hold:

fully cellularized in holds 1 and 2 and 3 for 40´units,

alternatively 2 x 20´ units can be stowed into each 40´compartment.

cell guides in holds are capable to accommodate 2.438 mm/2.500 mm

wide boxes. cellguide-system in hold 2/3 can be partly placed in

45´position

- on deck all positions are capable to accommodate 2.438 mm / 2.500 mm

and even up to 2.595 mm wide boxes can be stowed.

- vessel is fully fitted with loose lashing material/fittings.

- containers on deck are lashed with stacking cones/twistlocks/

bridge fittings and lashing bars.

- container intake always subject to vessel´s stability, trim, strength,

regulations of visibility, permissible weights and at master´s discretion.

REEFERS:

150 reefer points female 3 o´clock 380 v/50 c.p.s./3 phases

whereof 96 on deck and 54 in holds

hold no.1 24 r/p

hold no.2 15 r/p

hold no.3 15 r/p

STACKWEIGHTS - POINTLOADS:

in hold 1 120 ts per 20´ stack

120 ts per 30´/40´/45´ stack

in hold 2/3 90 ts per 20´ stack

105 ts per 30´/40´/45´ stack

on forecastle 60 ts per 20´ stack

on hatch 1 50 ts per 20´ stack

80 ts per 30´/40´/45´ stack

on hatches 2/3 60 ts per 20´ stack

100 ts per 30´/40´/45´/48´/49´ stack

in front of bridge 90 ts per 20´ stack

105 ts per 30´ stack

120 ts per 40´/45´ stack

distribution of container-weights within a single 20´/30´/40´/45´/48´/49´

stack on deck to comply with the board manual for stowage and lashing of

containers by "germanischer lloyd" (gl).

max. permissible distributed load:

tank top: 8 ts/m2

hatch covers: 1,75 ts/m2

STABILITY:

acc. to preliminary calculations/imo regulations vsl able to load:

abt. 529 teu each 14 to.

- vessel able to carry dangerous goods in holds and on deck in packed

condition according to solas regulation ii-2/19. on deck the stowage

of all imo-classes of dangerous goods is permissible, except the area

between hatch 3 and deckhouse.

- in holds the stowage of imo-classes 1.4s, 2,3,4,5.1,6.1,8 and 9 of

dangerous goods is permissible. in case of homogeneous container

loading the stowage of all imo-classes of dangerous goods except the

class 1.4s is permissible also in front of the forward engine room

bulkhead.

- dangerous goods of imo-class 1.4s in containers must have a minimum

distance of 3.00 m to engine room bulkhead.

HOLDS/HATCHES:

- 3 holds / 3 hatches

hold 1: abt. 26,32 m x 17,91/13,34 m

hold 2: abt. 27,08 m x 17,91 m

hold 3: abt. 27,08 m x 17,91 m

- mac gregor hydr. operated folding steel hatch-covers

- all 40´-sections can be handled separately / independently.

- CO2 fire fighting system in engine room and cargo holds

- vessel´s holds are electrically ventilated

19 air changes/h-basis empty holds

SPEED AND CONSUMPTION:

Under good weather conditions max. beaufort 2 and max sea temperature 20 degr. cel., max air temperature 35 degr. cel., loaded on even keel, without feeding reefers basis abt.7.30 m ssw draft:

----------------

abt. 18,0 knots abt. 30.5 t/day / if-380

abt. 17,0 knots abt. 26.0 t/day / if-380

abt. 16,0 knots abt. 22.0 t/day / if-380

abt. 15,0 knots abt. 20.0 t/day / if-380

abt. 14,0 knots abt. 18.5 t/day / if-380

- no gasoil at sea except when shaft generator disconnected and auxs.

in use alike in cases of emergency and/or navigation with reduced

speed and/or in restricted areas like approaches, shallow waters, etc.

- total port consumption of generator sets:

abt. 0,5 mtons mgo (dma) per 24 hours when idle per genset

up to 3,2 mtons mgo (dma) when full load per genset

- charterers to provide sufficient quantity of gasoil during sea

passages for operating auxiliaries/generators in case of an emergency.

- charterers shall supply suitable fuels to enable main propulsion and

auxiliary machinery to operate efficiently and without harmful affects.

- charterers to supply bunkers from 1a-bunker suppliers in accordance with:-

iso fuel standard 8217 dis 2005 rmg380 (CIMAC G 35) with

a CCAI value of max 850 resp.

iso fuel standard 8217 dis 2005 dma for gasoil

- sludge removal, if any, always to be for charterer´s account/time.

- vessel participates in the lintec fuel quality testing programme.

cost involved to be equally shared between charterers and owners.

TANKCAPACITIES:

- waterballast: abt. 3.790 mtons

- freshwater: abt. 110 mtons

- bunkers: abt. 1.180 mtons ifo (incl. settling & daytank 1247)

abt. 175 mtons go (incl day & settling tanks)

- storage tank only 95 mtons

ENGINE/AUXILIARIES/TECHNICAL EQUIPMENT:

- MAK 8M 43, output 7.999 KW at 500 rpm (HFO)

- 2 diesel generators of 620 KW 775 KVA 60 Hz

- 1 emergency-/harbour generator set, 330 KW, 60 Hz

- 1 controllable pitchpropeller

- 1 shaft generator of 1000 KW, 60 Hz

- 1 bowthruster 750 KW

- 1 exhaust gasboiler (thermal oil)

- 1 fired boiler (thermal oil)

COMMUNICATION EQUIPMENT:

E-Mail: njord@vaart.net

Mobile phone: 0031-610009342

end +++