

MV NOVA

GEARED MULTI-PURPOSE BOX SHAPED
TWEEN / SINGLE DECKER STRENGTHENED FOR HEAVY CARGO



GENERAL PARTICULARS

BUILT	2004	SUEZ CANAL (NET)	7154,51
IMO	9294977	PANAMA CANAL (NET)	6912
FLAG	Antigua & Barbuda	IMDG / IMSBC / GRAIN FITTED?	Yes / Yes / Yes
PORT OF REGISTRY	St. John's	MAIN ENGINE	MAK 9M32C, 4320 KW, 600 rpm
CALLSIGN	V2BQ2	AUXILIARY ENGINE	3 Caterpillar with 350 KW each
DWT (SUMMER / WINTER)	10649 mt / 10272 mt	CARGO GEAR	2 Liebherr cargo cranes with 60 mts SWL on starboard side / max outreach 31 m at 30 mts SWL / in combination up to 100 mts less spreader (o/b)
DRAFT (SUMMER / WINTER)	7.35 m / 7.19 m	OTHER PARTICULARS	Bowthruster with 650 KW
GT / NT	7767 / 3856		Shaftgenerator with 650 KW
LOA	145.63 m		2 moveable bulkheads (17 pass positions)
BEAM	18.25 m		CPP Propeller
MOULDED DEPTH	10.30 m		
CLASS	NKK		
ICECLASS	NK IA IS		

LOADING CAPACITIES

NUMBER OF HOLDS	2	CAPACITY (GRAIN / BALE)	No.1: 5409 cbm No.2: 9468 cbm Total 14877 cbm
TYPE OF HOLD(S)	box shaped	HATCH OPENINGS	No.1: 38.95 x 13.15 m No.2: 65.41 x 13.15 m
HATCHCOVER TYPE	pontoon system with gantry crane	CARGO HOLDS	No.1: 38.95 x 13.15 x 11.05 m - narrowing fwd No.2: 65.41 x 13.15 x 11.05 m - narrowings aft
HATCHCOVER STRENGTH	1.75 mt / sqm	TWEEN DECKS / BULKHEADS	17 Pontoons each abt 5.45 x 13.15 x 0.66 m / 2 possible heights; clearance under TD 5.25 m or 3.01 m / of which 4 can be used to built 2 movable bulkheads
TWEENDECK STRENGTH	3.50 mt / sqm		
TANKTOP STRENGTH	18.00 mt / sqm		
HOLD VENTILATION	mechanical, 6 airchanges per hour (empty hold)		
CONTAINERS	nom 672 TEU ; 421 TEU at 14mt (homogeneous)		
REEFER	60 Sockets on deck		

Stackweights tank top 100 mt for 20', hatch-cover 28 mt for 20'
Stackweights tank top 120 mt for 40', hatch-cover 52 mt for 40'

SPEED AND CONSUMPTION

AT SEA	abt 13 kn on abt 15 mt IFO 380 (max 0,5% S)
IN PORT WITHOUT GEAR	abt 1.5 mt MGO
IN PORT WITH GEAR	abt 2.5/3.5 mt MGO
FUEL OIL CAPACITY	total 496 cbm – 100%
ME DIESEL OIL CAPACITY	total 85 cbm – 100%
AE DIESEL OIL CAPACITY	total 53 cbm – 100%

Bunker specifications to be in accordance with ISO fuel standard 8217: 2010 or later versions, **with max 0,5% Sulphur content.**
Fuel: IFO 380 RMG
MGO: DMA

BUNKERS

Speed and consumption figures are based on good weather conditions upto BF 3 and Douglas sea state 3 with no adverse current and no negative influence of swell, trim and water temperatures.

Fuel/MGO must be proven stable and homogenous, not to contain chemical waste and/or used marine and/or automotive lubricants, comply with MARPOL ANNEX VI requirements in force since May 19th 2005 including all further SECA's **and including the 0.50% Sulphur limit applicable as of 01 January 2020**, comply with EU directive 1999/327EC as amended Bunkering is always subject to Master's approval and fuels of different supplier/port/grade always to be separated by vessel's tanks.

INSURANCE

P&I CLUB	Gard
H&M INSURER	Gard
OWNERS	MS "NOVA" GmbH & Co. KG

The fuel shall be homogeneous blends of hydrocarbons derived from petroleum refining. The fuel shall be free from inorganic acids and used lubricating oils. The fuel should not include any added substance or chemical waste which jeopardizes the safety of the plant, or adversely affects the performance of the machinery, or is harmful to personnel, or contributes overall to additional air pollution.

The vessel to have liberty of using MGO for main engine when entering/leaving port, engine starting/stopping maneuvering in shallow/narrow waters, canals, rivers and at other limited occasions.

All details believed to be correct, given in good faith, without guarantee and subject to reconfirmation.