

**MV NOVA**

ex Yunga  
 Year built June 2010  
 Where built Oshima Japan  
 Flag Norwegian  
 Callsign LAIR8  
 IMO / Official number 9414917  
 Home port Bergen  
 Vessels class DNV GL, Strengthen for heavy cargo loading where nos. 2&4 holds empty. MNS\* PSCM. Double hull construction applied in all holds.  
 Type Semi open hatch/box shaped  
 International GRT/NRT 29 104 mt / 15 527 mt  
 Suez GRT/NRT 29 293,19 mt/ 28 882,18 mt  
 Panama GRT/NRT 29 104 mt/ 24 170 mt  
 Design draft 12,149 mtr/11,605 mtr/10,102 mtr  
 Summer draft (sw) 50 806,00 mt on 12,149 mtr  
 Summer draft (sw) timber N/A  
 Tropical draft (sw) 52 170,00 mt on 12,402 mtr  
 Freshwater draft 50 805,00 mt on 12,424 mtr  
 Tropical draft (fw) 52 138,00 mt on 12,677 mtr  
 Winter draft (sw) 49 445 mt on 11,896 mtr  
 Winter draft (fw) timber N/A  
 Dept moulded 17,150 mtr  
 TPC 53,86 (summer)  
 LOA/Beam 182,98 / 32,26 mtr

HOLD CAPACITY	Cubic capacity CBM Grain	Cubic capacity CBM Bale
Hold no. 1.	9 235 m3	9 136 m3
Hold no. 2.	12 581 m3	12 500 m3
Hold no. 3.	12 546 m3	12 471 m3
Hold no. 4.	12 548 m3	12 473 m3
Hold no. 5.	12 207 m3	12 120 m3
Total	59 117 m3	58 700 m3

Number of hold/hatches 5/5

Hatch size /Hold size LxW	Hatch size	Hold length/Tank top width (fwd/aft)
No. 1.	14,76 x 19,8 mtr	25mx5.1,8mx25,8m
No. 2.	20,50 x 25,8 mtr	25,8mx25,8mx28,78m
No. 3.	20,50 x 25,8 mtr	25,8mx25,8mx28,78m
No. 4.	20,50 x 25,8 mtr	25,8mx25,8mx28,78m
No. 5.	20,50 x 25,8 mtr	25,8mx8,5mx29,88m

Type of hatch covers Folding type- Nakata Mccorperation  
 Distance from waterline to top of hatchcoaming Basis 50 % bunkers- no holds flooded no1 = 12,9mtr, no2 = 12,7mtr, no3 = 12,5mtr, no4 = 12,3mtr, no5 = 12,1mtr.  
 Distance waterline to highest point full ballast 36,56 mtr  
 Distance tanktop to hatchcoaming 17,1 mtr  
 Height of hatchcoaming 1,6 mtr  
 Air draft 36,56 mtr  
 Distance from bow to end of last hatch 150,78 mtr  
 Free deck space  
 Ballast capacity 20,231 m3, 2286 m3 in ch3 (only in port)  
 Tanktop strength 1=22,9t/m2, 2=20,0t/m2, 3=26,5t/m2, 4=20,0t/m2, 5=22,0t/m2.  
 Deck strength No cargo to be considered for deck  
 Hatch cover strength ch1 = 41,0 Kn/m2, ch2 = 34,3 Kn/m2, ch3 = 34,3 Kn/m2, ch4 = 34,3 Kn/m2, ch5 = 34,3 Kn/m2.  
 Ventilation Natural ventilation  
 Logs/lumber/stanchions N/A  
 Container capacity N/A  
 Cargo gear IHI x 4 sets each 30 mt.  
 Max outreach Approx abt 9,9 mtr (outside ship rail)  
 Grabs. Type/capacity N/A

### Speed and consumption

Speed	13,5 laden/ballast on 28,9 mt/25,1 mt
Eco speed loaded	55 % load and laden 11,3 knots on 21,5 m mt/day
Eco speed ballast	55 % load and ballast 11,8 knots on 21,3 mt/day
In port	Idle FO =2,6mt/ DO = 0,20mt. Working FO =3,5mt/DO = 0,20mt.

Bunker capacity	IFO = 2 051,4 m3 LSMGO = 487,6 M3.
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Main engine	MITSUI MAN B&W/6S50MC
Auxiliary Engines	3 x YANMAR 480kw 6EY18(A)L

ITF	Yes
CO2 fitted	Yes
Australien hold ladders	Yes
P&I Club	Gard
H&M Club (leading)	Gard
Nationality of officers and crew	Indian

Communication	
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### **All details about and without guarantee.**

#### **E.&.O.E.**

Speed and consumption are: in good weather condition and up to Beaufort force 4 and Douglas sea state 3. Calculation of vessels performance on both laden and ballast passages has to be based upon an average speed/consumption during weather days up to Beaufort 4 and Douglas sea state 3.

" Owners warrant the vessel is capable of maintaining and shall maintain from beginning sea passage to end of sea passage, excluding any voyage upto 36 hours duration, up to and including Beaufort Scale 4 and Douglass Sea State 3, with combined wave and swell heights NTE 1,25 m, without adverse currents, being on even keel and excluding periods during which reductions of speed for safety, congestion or reduced visibility etc.

Laden or ballast speed and consumption for period of weather in excess of Beaufort 4 and Douglas sea state 3 is to be expressly excluded from calculations.

Vessel has liberty to consume MDO when maneuvering, in/out of ports, starting auxiliary engine, navigation in shallow/restricted /congestion/poor visibility, canal, straits and rivers.

When planning to enter SECA, charterers to arrange well ahead of time to supply appropriate and sufficient IFO and MDO to enter and exit SECA with 4 days margin (for changeover and unpumpables). Before fixing for SECA charterers to ensure sufficient separate empty IFO tanks are available.

Any savings in consumption must be off-set against any reduction in speed, any savings in time must be off-set against any excess consumption, any savings in IFO must be off-set against increased MDO and vice versa, and any overall saving on individual passage(s) must be set off against any overall loss on other individual passage(s) cost and time to which (including any deviation time required to meet SECA requirements and/or National regulations in operation in port to which vessel is bound) including ballast exchange to be for Charteters account.

Under no circumstances will any claim be deducted from hire unless and until it has been agreed by both parties.

No comingling of different fuel suppliers in tank allowed.