

BALDER R and NJORD R



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The first generation of the RN-6000 Master Class.

The new Rohde Nielsen vessels are slender split hopper suction trailers built for operating worldwide. Probably the biggest and most versatile split hopper suction trailers ever built!

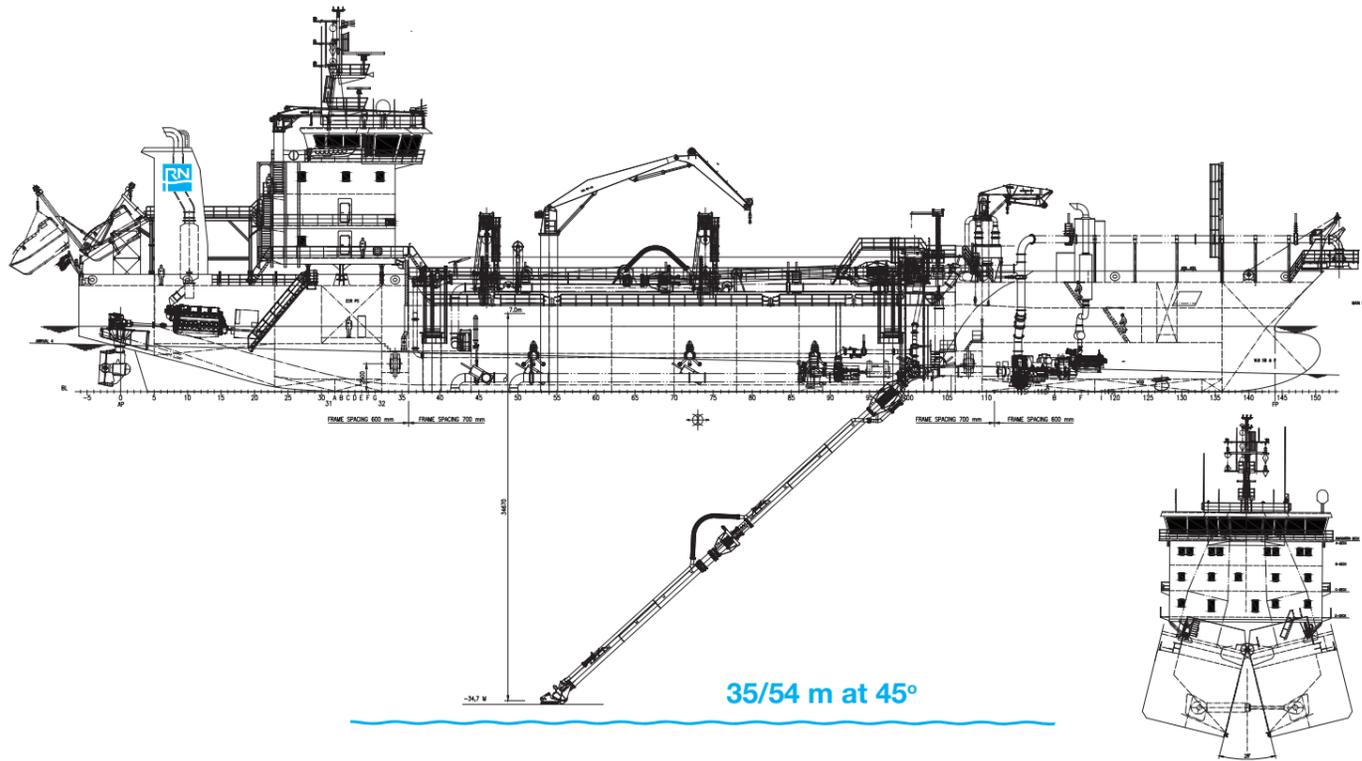
The load can be dumped quicker by split rather than by single hull dredgers, whether it is material from maintenance dredging in sands, sticky clay or other types of soil characteristics. When placing a load of sand for shoreface nourishment, this can be done very precisely and with high compaction by split dumping, which is a method required more and more.

The new buildings are state of the art vessels, specially designed for operation in shallow waters, ideal both for the maintenance of fairways and harbours, beach replenishment and land reclamation projects. In order to optimize capital dredging, and especially maintenance dredging, a trailer dredger with two dredge pipes is often a must. Our new vessels are equipped as two dredgers in one with double

loading and discharge pumping systems which can work in parallel or in series. Together with onboard crane facilities and fully equipped workshops, standing time is minimised, which is vital when working world wide and in areas where land support facilities are often not available. With very high efficiency, relatively low energy consumption and very high number of workable days, the vessels will outperform the competition.

Each of the two dredge pipes has an inner diameter of 700 mm which in total gives a volume area equal to one pipe of 990 mm. This compares more than favourably with similar dredgers of equal volume capacity. Specially designed heavy-duty drag heads are available for hard soil.

The hopper load can be discharged by backpumping to the sea bed or into a trench through the suction pipe, over the bow as rainbowing approximately 150 m or through the bow connection to a pipe line of ND600/700/800° up to a distance of approximately 4 km.



The design has been produced based on some 40 years of practical experience combined with the most up to date dredging technology and environmental requirements. The improved hydrodynamic design with a relatively slim hull gives a fuel reduction of 20% compared with a standard wide body single hull dredger and all engines will fulfil the latest IMO and TIER2-standards. The rudder-propellers and the hopper sealing can be exchanged afloat. No dry docking is required. If in dry dock our newly developed hopper sealing can also be exchanged without splitting the hulls.

With a powerful bow thruster and two rudder-propellers the vessels are extremely manoeuvrable allowing dynamic positioning.

All equipment is delivered with the technology of the future from leading suppliers within the dredging industry and to the highest standard and quality.

In 1989 Rohde Nielsen A/S invented the first one-man-operated bridge with the Viking R. To optimize this feature, the accommodation and bridge are placed aft, giving maximum 360° view over the entire vessel and surroundings. The bridge wings are closed giving protected and optimal working conditions under the various climatic environments envisaged.



All the vessels in Rohde Nielsen A/S fleet have names from the Nordic Mythology, where the Vikings of Scandinavia had ocean going ships, which were fast, long and slender.

The Danish sea faring tradition was founded by the Vikings who were known to be skilled and fearless sea farers.

Balder: The wisest of all gods. Considered the god of light, joy, spring and beauty. The tiny silver horseman is said to be Balder as warrior.

Njord: Frigg's brother. God of sea, weather, wind and fire, and therefore very close to the fishermen and sea farers.

