7,843 DWT / 2 x 80 mt

Ship’s Basics

Type
Project Carrier Vessel
Tweendecker

Builder
Dongfang Shipbuilding, China

Classification
GL + 100 A5 E3 MC E3 AUT
Strengthened for heavy Cargo, equipped for carriage of containers and dangerous goods, SOLAS II-2, Reg 19

Dimensions & Main Data

Tonnage GT/NT
7,138 / 2,266

Deadweight (summer)
7,843 mt

Length o.a.
130.19 m

122.00 m

Beam
16.50 m

Max. draft (summer)
7.00 m

Max. speed
13.0 knots

Service speed
11.5 knots

Consumption at sea
10.8 mt fuel per day

Consumption in port
2.4 mt fuel per day (with crane operation)
1.6 mt fuel per day (without crane operation)

Fuel on ME
RMG 380 / RME 180 / MGO DMA / MDO DMB

Fuel on AE
MGO DMA

Tank capacities
RMG 380 / RME 180 abt. 467 cbm
MGO DMA / MDO DMB abt. 63 cbm
Ballast abt. 5,038 cbm
Freshwater abt. 60 cbm

Propulsion

Main Engine
MaK 9M25C, 2,990 kW

Aux.-Engines
Scania, 2 x 377 kW

Propeller
Controllable pitch propeller

Hold and Hatch

Hold and Hatch
1 Hold / 1 Hatch

Hatch cover type
Folding type

Cargo hold capacity
12,180 cbm (430,167 cbft)

Floor space under deck
2,179 sqm (23,463 sqft)

Floor space on deck
1,133 sqm (12,197 sqft)

Deck strengths per sqm
15.00 mt on tanktop
3.00 mt on tweendeck
1.75 mt on deck

Tweendeck
2 heights
Bulkheads
2 bh / 5 positions

Cargo Gear

Type
2 x 80 mt NMF

Combinable
160.00 mt

Situated
Portside

Container Capacity

Capacity
20’ or 40’ + 20’

Hold
244

Deck
267

Total
511

TEU at 14 mt
320

Reeferplugs
30 on deck

Stackload
20’ / 40’

Hold
67 mt / 67 mt

Deck
40 mt / 55 mt

Special Equipment / Features

IMO classes
Fitted for carriage of dangerous goods of all IMO classes

Other
Fitted for trading Great Lakes and Australia
Fully grain fitted and fitted for grab discharge, Bow thruster, Shaft generator
Max. speed is calculated basis 85% MCR, ballast condition, no deck cargo, maximum Beaufort 2, no swell, no adverse currents, clean hull and even keel. Service Speed and consumption at sea is calculated basis 75% MCR, laden condition, no deck cargo, maximum Beaufort 2, no swell, no adverse currents, clean hull and even keel. Eco speed is the minimum continuous speed in laden condition. Consumption data assumes reefer plugs and shaft generator disconnected but including AE if no shaft generator is installed. Vessel is burning fuel according to ISO 8217. Intake is always subject to vessel’s stability, trim, permissible weights and is subject to regulations of visibility. Lifting capacity of vessel’s cranes is subject to vessel’s stability and can depend on cargo/ballast on board. Container data as well as bale capacity assumes tweendeck ashore. All details including speed and consumption are given in good faith and are "about" and are given without guarantee. They must not be used as basis for charterparties or contracts without owner's explicit written authority.