Ship’s Basics

Type: Bulk Carrier
Builder: Tianjin Xingang Shipyard, China
Classification: Lloyd’s Register 100 A1, LMC, UMS, SCM, Bulk Carrier, BC-A, CSR; Grab (20), (hold No. 2,4 may be empty), ESP. Strengthened for heavy cargoes, ShipRight “SDA” “FDA” “CM”, Ice Class 1C, IWS, LI, BWMP (S+F)

Dimensions & Main Data

Tonnage GT/NT: 24,109 / 12,806
Deadweight (summer): 37,300 mt
Length o.a.: 189.99 m
Length p.p.: 183.00 m
Beam: 28.50 m
Max. draft (summer): 10.40 m
Max. speed: 15.4 knots
Service speed: 14.0 knots
Consumption at sea: 24.0 mt fuel per day + 2.5 mt AE
Eco speed: 12.0 knots
Consumption eco speed: 21.5 mt fuel per day + 2.5 mt AE
Consumption in port: 3.5 mt fuel per day (without crane operations) 5.0 mt fuel per day (with 2 cranes) 6.5 mt fuel per day (with 4 cranes)
Fuel on ME: RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE: MGO DMA
Tank capacities: RMG 380 / RME 180 abt. 1,700 cbm
MGO DMA / MDO DMB abt. 150 cbm
Ballast abt. 12,000 cbm
(incl. No. 3 hold) 22,500 cbm
Freshwater abt. 250 cbm

Propulsion

Main Engine: Wärtsila 6RTA48TB; 7,368 kW
Aux.-Engines: Anqing, 3 x 600 kW
Propeller: Fixed pitch propeller

Hold and Hatch

Hold and Hatch: 5 Holds / 5 Hatches
Hatch cover type: Folding type
Cargo Hold capacity: 48,955 cbm (1728,826 cbft)
Deck strengths per sqm: abt. 20.00 mt on tanktop
Tweendeck: n / a
Bulkheads: n / a

Cargo Gear

Type: 4 x 30 mt
Capacity: 30 mt / 28.00 m radius
Hoisting speed: 30 mt x 18.00 m/min
Slewing angle: 360°
Hoisting height: 35.00 mt at min. radius
Situated: Between hatches in centreline of the ship
Specials: Could also be equipped with graps

Special Equipment / Features

IMO classes: Fitted for carriage of dangerous goods of all IMO classes
Other: Fitted for trading Australia
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.