Ship's Basics

Type: Premium Project Carrier Vessel  
Tweendecker

Builder: Changjiang Shipping Group Qingshan, China

Classification: GL + 100 A5 E3 G IW ERS BWM SOLAS II + MC E3 AUT, strengthened for heavy cargoes, equipped for the carriage of containers, equipped for the carriage of dangerous goods

Dimensions & Main Data

Tonnage GT / NT: 15,377/ 5,722
Deadweight (summer): 16,500 mt
Length o.a.: 166.25 m
Length p.p.: 156.00 m
Beam: 22.90 m
Max. speed: 17.8 knots
Service speed: 16.5 knots
Consumption at sea: 34.9 mt fuel per day
Consumption in port: 2.4 mt fuel per day (with crane operations)
Fuel on ME: RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE: MGO DMA
Tank capacities: RMG 380 / RME 180 abt. 1570 cbm  
MGO DMA / MDO DMB abt. 235 cbm  
Ballast abt. 9,600 cbm  
Freshwater abt. 192 cbm

 Hold and Hatch

Hold and Hatch: 2 Holds / 2 Hatches
Hatch cover type: Folding type
Cargo hold capacity: 22,502 cbm (794,649 cbft)
Floor space under deck: 3,557 sqm (38,287 sqft)
Floor space on deck: 1,992 sqm (21,442 sqft)
Deck strengths per sqm: 18.00 mt on tanktop  
3.50 mt on tweendeck  
5.00 mt on havcovers
Tweendeck: 8.00 mt on pontoon covers middle of hatch 2
Hold: 1: 2 heights
Hold: 2: 4 heights
Bulkheads: 3 bh / 3 positions

Cargo Gear

Type: 2 x 400 mt + 1 x 120 mt NMF
Combines: 800 mt
Situated: 2 x 400 mt portside, 1 x 120 mt starboard

Container Capacity

Capacity: 20’ or 40’ + 20’
Hold: 487 / 212 / 63
Deck: 532 / 213 / 106
Total: 1,019 / 425 / 169
TEU at 14 mt: 646
Reeferplugs: 122
Stackload: 20’ / 40’
Hold: 100 / 135
Deck: 60 / 100

Special Equipment / Features

IMO classes: Fitted for carriage of dangerous goods of all IMO classes
Other: Grain fitted; 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.