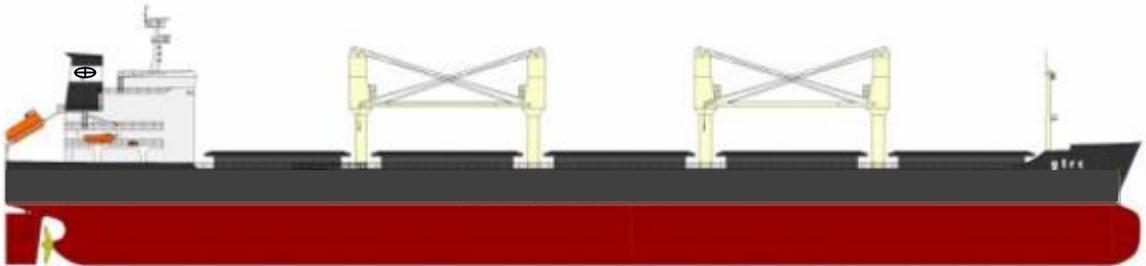


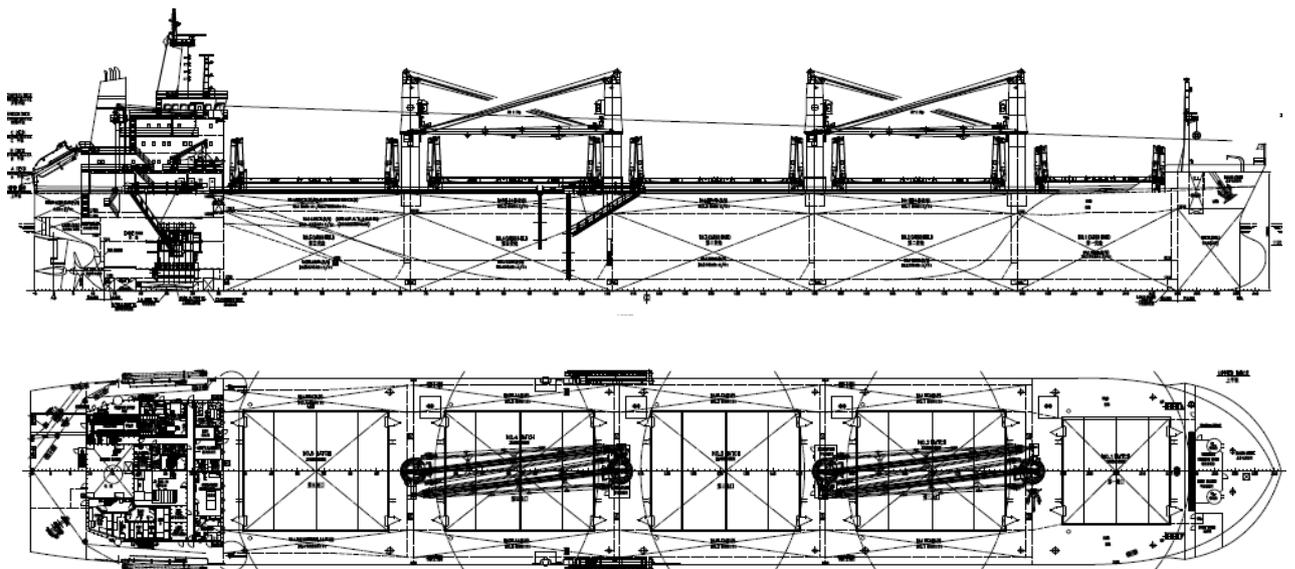
# 37300 DWT BULK CARRIER – POCKET PLAN

37,300 DWT international deep sea, 5 holds, wide hatch type multipurpose dry cargo and self trimming type, ice class 1C, double skin bulk carrier, with a service speed of 14.0 knots, equipped with environmentally friendly Tier II WARTSILA 6RTA 48 TD two stroke diesel engine, 4 sets hydraulic level luffing cranes and hydraulically operated folding type hatch covers.



**OWNER: INTERLINK MARITIME CORP., BERMUDA**  
**BUILDER: HUATAI HEAVY IND. (NANTONG) CO., CHINA**  
**SUPERVISION: SCHULTE MARINE CONCEPT LTD, HONG KONG**

## GENERAL ARRANGEMENT



# OUTLINE PARTICULARS

## ● TYPE OF VESSEL

Single screw motor driven double skin bulk carrier, capable of carrying dry bulk and break bulk cargo, such as coal, bauxite, phosphates, iron ore, coke, grain including soya, soya bean meals, salt, sugar, fertilizers, steel products (sheet, rolls, coils, pipe), forest products in holds, bagged cargoes like cement and cargoes of BC code and dangerous class.

[Dangerous goods class: 1.4S, 2.2, 2.3, 3.3, 4.1, 5.1, 6.1 (solids), 8 (solids), 9]

## ● FLAG AND HOME PORT OF VESSEL

Flag: Marshall Islands, Home Port: Majuro

## ● CLASSIFICATION

Lloyds Register of Shipping  
LR + 100A1 Bulk Carrier, BC-A, CSR, GRAB[20], Hold Nos. 2 & 4 may be empty, ESP, LI, Ship Right (CM), Ice Class 1C FS, IWS, BWMP (S+F), ACS (B), PSPC +LMC, UMS, SCM

## ● PRINCIPAL DIMENSIONS

Length O.A.	189.99 m
Length B.P.	183.00 m
Breadth Mld.	28.50 m
Depth Mld.	15.10 m
Designed Draft Mld.	10.00 m
Scantling Draft Mld.	10.40m
Air draft in full load cond.	34.20 m

## ● HOLD DIMENSIONS(*Footprint*) (LxB)

No.1: 14.2 x 10.3 m	Breadth tapered
9.6 x 18.5 m	Breadth tapered
No.2: 28.8 x 20.2 m	
No.3: 28.8 x 20.2 m	
No.4: 28.8 x 20.2 m	
No.5: 9.6 x 18.9 m	Breadth tapered
16.8 x 7.5 m	Breadth tapered

## ● HATCH SIZES

No.1 Hatch: 16.0 m (l) x 16.0 m (w)  
No.2-4 Hatches: 22.4 m (l) x 18.0 m (w)  
No.5 Hatch: 21.6 m (l) x 18.0 m (w)  
Dist. From WL to top of hatch coaming: 16.8 m

## ● LOADING DIMENSIONS

### Deadweight:

At designed draft	abt. 35,300 metric tons
At the scantling draft	abt. 37,300 metric tons
Gross Tonnage	abt. 24,125
Net Tonnage	abt. 12,130

Alternate hold loading

### Capacity:

Cargo hold (grain)	48,960 m <sup>3</sup>
Cargo hold (bale)	47,870 m <sup>3</sup>
Ballast water (w/No 3 Hold)	23,500 m <sup>3</sup>
Ballast water tanks	12,730 m <sup>3</sup>
Heavy fuel oil	1,975 m <sup>3</sup>
Diesel oil	110 m <sup>3</sup>
LSMDO/MGO	75 m <sup>3</sup>
Fresh water	310 m <sup>3</sup>
Drinking water	60 m <sup>3</sup>

## ● DESIGN CONDITION

### Upper deck hatch cover:

Uniform Load 2.5 t/m<sup>2</sup>

### Upper deck:

Outside line of opening 2.5 t/m<sup>2</sup>  
Inside line of opening 2.5 t/m<sup>2</sup>

### Tank Top:

Uniform Load 25 t/m<sup>2</sup> Hold 1,3,5  
22 t/m<sup>2</sup> Hold 2,4

Strengthened for forklift 10 T SWL

### Steel Coil Loading:

Load 50 t (two tiers each of 25 t)  
Length 1500 mm

Dunnage 6

### Grab weight:

Un-laden grab weight 20T

## ● SPEED AND ENDURANCE

Service speed at CSR power of M/E (6263 kW, 85% MCR) at scantling draft of 10.40 m, abt. 14.0 knots.

Endurance at scantling draft moulded of 10.40 m, based on fuel (HFO 380 cst) daily consumption of about 25.5 t, fuel tank capacity of 1935 t and sea speed of 14 knots is abt. 20,000 nautical miles.

### Fuel Consumption (HFO 380 cst grade):

Main Engine:	abt.	25.5 t/day	@14.0 knots
	abt.	22.5 t/day	@13.5 knots
	abt.	20.0 t/day	@13.0 knots
	abt.	17.5 t/day	@12.5 knots
1 Elec. Gen:	abt.	2.3 t/day	@sea load of 460 kW
	abt.	4.5 t/day*	@port, cranes working
*using MDO	abt.	2.0 t/day*	@port, w/o cranes

## ● PROPULSION & AUX. MACHINERY

### Main engine:

Make and model	Wartsila 6RTA 48 TD – 1 set (IMO NOx Tier II compliant)
MCR	7,368 kW at 118.0 rpm
CSR	6,263 kW at 111.8 rpm
Propeller:	Four (4) blades, solid fixed pitch, aerofoil section keyless, nickel aluminium bronze casting

### Electric generator:

Main D. Generator (HFO) 3 sets x abt. 600 kW each  
Emergency DG (MGO) 1 set x abt. 120 kW

### Boiler (Smoke tube type):

Oil fired section	1.8 t/hr
EGE	1.0 t/hr

## ● CARGO HANDLING

### Cargo gear:

Four (4) sets single electro-hydraulic wire luffing type jib cranes with provision for grab handling.

Hoisting load	30 t
Hoisting speed	18 m/min
Working radius	About 4 m to 28 m
Outreach beyond half breadth, maximum	14.75 m
Luffing time	60 seconds
Slewing speed	1.2 rpm

### Cargo hatch cover:

Steel folding type, weather tight double skin construction, hydraulically operated, grain and cement openings.  
Pump unit 100% x 2 sets

### Cargo hold ventilation:

Explosion proof exhaust fans at 6 air changes per hour.

### Bilge and Ballast system:

Dry duct, ring main with remote hydraulically operated valves & stripping eductor of 60 m<sup>3</sup>/h x 0.06 MPa.

### Ballast pump:

Electric motor driven centrifugal, bronze casting and phosphor bronze impeller, 750 m<sup>3</sup>/h x 0.30 MPa – 2 sets

### Bilge system:

Dry duct, bilge main with hydraulically operated remote control valves & stripping eductor of capacity abt. 60 m<sup>3</sup>/h.

Centralized control for ballast, bilge and stripping valves in ship office.

## ● ACCOMMODATION

European type – Private lavatory with shower

Complement:	Captain class	2
	Senior Officer class	2
	Junior Officer class	5
	Rating class	12
	Cadets	2
	Spare Crew	2
	Owner, Pilot	3
	Total	28

Gymnasium fitted for 6 Suez Crew

Life saving equipment for persons 30

## ● AIR CONDITIONING SYSTEM

Medium pr., medium velocity, single duct system

### Design condition

summer	outside	35°C, 70% rel. humidity (RH)
	inside	26°C, about 50% RH
winter	outside	-20°C
	inside	22°C, about 50% RH

## ● CORROSION PROTECTION

(PSPC COMPLIANCE FOR WBT)

Vertical & flat bottom	SPC antifouling paint, Tin Free, 60 month guarantee
Top side	Pure Epoxy/Polyurethane
Deck	Pure Epoxy/Polyurethane
Cargo holds	Pure Epoxy paint
Hatch covers	Pure Epoxy/Polyurethane
Superstructure	Pure Epoxy/Polyurethane
Ballast water tanks	Modified Epoxy paint 36 month guarantee
External hull	Impressed current cathodic protection & anodes in stern

## CHARACTERISTICS

The following major characteristics shall be applied:

- Worldwide transportation including Panama and Suez Canals
- Ice Class 1C
- Embodies anticipated future legislation requirements
- Five (5) Cargo holds all double skinned and corrugated bulkheads
- Four (4) wide open hatches ( > 60% of beam) for easy spotting of cargoes
- Dangerous cargo carriage facility in holds
- Self trimming grain loading
- Flexibility of carrying various cargoes including:
  - Dry bulk and break bulk such as grain, metal concentrates, coal, iron ore, bauxite, salt, sugar, cement in bags and scrap metal
  - General cargoes such as steel products, forest products, packaged freight and palletized cargo
  - Long cargoes such as pipes, packaged lumber and deck cargoes
- Strengthened for heavy cargoes – cargo hold tank top is strengthened for grab handling and fork lift op.
- Strengthened against slamming at light ballast draft – which means less frequent use of ballast hold
- “B” type freeboard – Drier decks in loaded condition
- Tank top strength – 22 to 25 t/m<sup>2</sup>
- Cargo hatch cover uniform load of 2.5 tons/m<sup>2</sup>
- Alternate loading in holds 1, 3 and 5
- Prov. & engine room parts handling crane - 7t SWL (P) and 3t SWL(S)
- Rudder with bulb for improved propulsion efficiency
- Cunifer pipes for E/R sea water systems. Steel Sch. 80 for bilge & ballast systems
- EU & CARB compliance- MGO burning facility for main engine, generators, boiler at Port.
- Adaptability of fuel system on board for main engine & generators to be able to burn HFO grade 700 cst
- Heavy fuel oil generators eliminating diesel oil consumption at sea
- Centralized fresh water cooling system in engine room
- Independent gravity filling and discharge for No.3 hold
- Independent shower and toilet units for officers and semi-private units for ratings
- Maintenance free refrigeration units for provision cabinets
- CO2 fire extinguishing system for cargo holds
- Cargo temperature measurement facilities
- Topside tanks used to carry HFO (with cofferdam)
- Pipe tunnel extending from engine room to no.1 hold. Deck pipe/cable trunks in top side void tanks
- Corrosion-prevention features: IMO PSPC compliance for water ballast tanks
- User friendly bridge design
- Inmarsat C and F and full GMDSS application
- Fuel efficient hull form
- Designed and constructed for long reliable service and optimum life-cycle cost
- Good level of redundancy of critical equipment