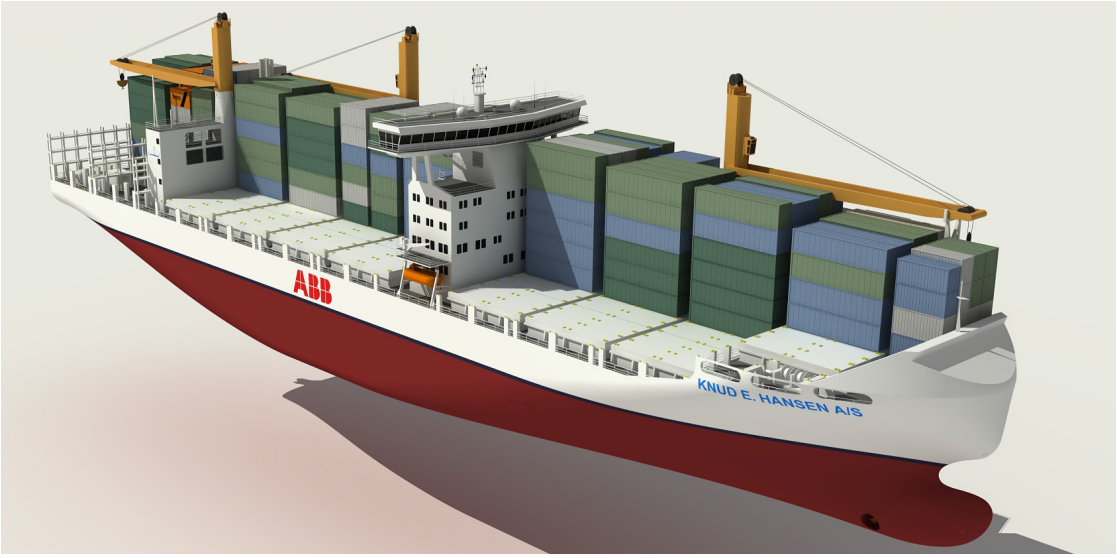

2000 TEU Bangkok-Max Container Feeder Veesel

General:

The Concept Design was developed for ABB. The design delivers excellent fuel economy, a minimised environmental impact and a reduced need for water ballast. It also has excellent slow speed characteristics together with flexible transit speeds, loading flexibility and increased container capacity for its length, including higher than usual reefer capacity.
The propulsion efficiency is boosted by an electrically driven counter rotating ABB Azipod unit, which is fitted behind the directly driven main propeller. This system gives the vessel state-of-the-art manoeuvrability, provides redundancy and ”return-to-port” power and, with an advanced electrical system including an ABB On board DC grid, the vessel will also be highly flexible with regard to transit speed, as the engines will always be running at their optimal load points at any speed from 2 to 21 knots.
The midships position of the deck house allows more containers to be carried on deck than on conventional feeder vessels with the deckhouse aft. This maintains levels of crew comfort, particularly when compared to vessels with the deckhouse forward. The vessel is prepared for a Clean Design Class notation with fuel tanks arranged in a block below the deck house.

Main Particulars:

Length o.a.	172.00 m
Breadth moulded	30.00 m
Draught, for Bangkok trade	8.20 m
Draught, max.	10.50 m
Deadweight Bangkok draught (8.2 m)	approx. 18,300 t
Deadweight max. draught (10.5 m)	approx. 28,400 t

Capacity:

Container capacity	
TEU on deck	1,448 TEU
TEU in holds	668 TEU
Total	2,116 TEU

Speed:

Service speed	Fully loaded, 10% s.m., MCR 18.00 kn
Maximum speed	Fully loaded, 0% sm., 90% MCR 21.00 kn

Machinery and Equipment:

Main engine	16,400 kW
Aux. generator sets	1 x 1,200 kW, 1 x 2,800 kW & 1 x 4,340 kW
Azipod unit	5,700 kW
Shaft generator	4,000 kW

Scope of Work:

Design particulars
Weight calculation (hull, outfit, machinery) and capacities
Speed and power calculations, including CFD analysis
Stability calculations
3D visualization of the vessel and a 360˚ ”fly around” movie

Ref. No.: KEH 11019

KNUD E. HANSEN
SHIP DESIGN SINCE 1937