



RoCon Vessels MN Calao & MN Tangara

General:	The vessels are designed for Cie Maritime Nantaise for efficient cargo handling and is specialized for 20' ISO containers (TEU), including reefer containers, IMDG cargo, RoRo cargo, such as trucks, trailers and project cargo, such as generators, tanks etc. The vessels were built by Hyundai MIPO for delivery in 2013 and 2014.	
Main Particulars:	Length o.a.	160.00 m
	Length p.p.	145.41 m
	Breadth moulded	27.00 m
	Depth to main deck	10.45 m
	Draught (design)	7.00 m
	Deadweight	8000 t
Capacity:	2200 lanemeter and 260 TEU or 2800 lanemeter or 900 TEU	
Speed:	Service (85 % MCR, 15 % sea margin)	20 kn
Propulsion:	Diesel Mechanical	
	Installed Power	16000 kW
	Main Engines	MAN 2x8400 kW
Miscellaneous:	Classification DNV 1A1 / RORO / E0 / CONTAINER / DGP / PET / (ICE 1A Super) / BIS / TOM / BWM-T / CCO / CLEAN DESIGN / EP 1(a%)(+) / LCS DC / NAUT OSV(T) / COAT-1 / COMF-1 / ECA (SOX-P) / ICM (Btu)	
	Number of vessels	2
	IMO number 9642394 (MN Calao)	
	IMO number 9642409 (MN Tangara)	
Scope of Work:	Tender Design, including; General Arrangement development Lightweight calculation Lines development Intact and damage stability Development of loading conditions & scenario analysis Speed and power prediction Machinery arrangement Outline specification	
Ref. No.:	KEH 10046.01	

From SHIPPAX, September 2013:
"It is no coincidence that the two ARK newbuildings, also due for imminent delivery, are externally quite similar to the MN CALAO. While the intake is comparable at 3,000 versus 2,838 lanemetre, the Danish ARK project has opted for two slow speed main engines and twin propellers but with a somewhat higher output and service speed. However, the ARK GERMANIA is over 35 m longer. This reveals that the internal layout chosen by the designers Knud E. Hansen is highly efficient and probably superior to the Stralsund project."

