

MV PAC ACRUX

Description

Single screw, self-sustaining, multi-purpose container vessel, with double skin, box shaped cargo holds and a double tier of flush removable tween decks.

The vessel is non-cellular, but fully fitted for the carriage of palletized natural rubber, steel containers, grain or other cargoes in bulk and other unitized general cargoes in bags, bulk, breakbulk etc. The vessel is fitted for unrestricted service and for unmanned machinery spaces.

Principal Particulars

Type : Multi-purpose, triple deck, container/bulk carrier
Owner : Acrux Maritime Limited
Disp. Owner : Paccship (UK) Ltd.
Managers : Paccship (UK) Ltd.
Builders : Zhejiang Shipyard, China
Hull No. : ZJB01-097
Built : May 2003
Class : American Bureau of Shipping
Notation : +A1(E), Container & Bulk Carrier, SH, +AMS, +ACCU
Port of Registry : SINGAPORE
Official No. : 389858
IMO No. : 9262974
Call Sign : S6DU3
MMSI No. : 563 235 000
Inmarsat-C : 456 323 540
Inmarsat-B : voice – 356 323 550
: fax – 356 323 560
: data – 356 323 570
: telex – 356 323 580
Deadweight : see table below
TEU : 1,364 TEU (On deck: 760 + In hold: 604)
FEU : 649 (On deck: 355 + In hold: 294)

Principal Dimensions

LOA : 178.8m
LBP : 169.4m
Beam Moulded : 27.20m
Depth Moulded : 14.20m
Summer Draft : 10.427m
GRT : 20471
NRT : 10630

Mark	Deadweight	Draft	Displacement	Freeboard
Summer	27,420	10.427m	38,046 mt	3.803m
Tropical	28,332	10.644m	38,958 mt	3.586m
Winter	26,512	10.210m	37,138 mt	4.020m
Tropical (FW)	28,332	10.872m	37,978 mt	3.358m
Summer (FW)	26,709	10.655m	37,092 mt	3.575m
Lightship:	10,626 mt	FWA: 228 mm	TPC at summer draft : 41.95	

Airdraft on summer marks (Even keel) : 36.37 metres

Machinery

Main Engine : B&W 6S50MC
Engine Power : MCR 8,580kw @ 127 rpm / 11,506 hp
Generators : 3 Yanmar x 700kw
Bow Thruster : 1,040kW / 1,395 hp thrust, electrically driven

Cargo cranes

No. 1 : 1 x 40mt SWL @ 26m
No. 2A : 1 x 45 mt SWL @ 22m, 37 mt @ 28m, 30 mt @ 31m
No. 2B : 1 x 45 mt SWL @ 22m, 37 mt @ 28m, 30 mt @ 31m
Cranes 2A & 2B can be Geminied to lift 70mt/85mt @ 28m/22m resp. using a Twin Beam.
No. 3 : 1 x 40mt SWL @ 26m
Using a "Team Beam" which is warehoused at selective ports, loads of upto 120 mt can be lifted using 3 cranes.

Type : Electro-Hydraulic

Speed & Consumption

15.25 knots on about 32.0 mt IFO 380cSt / day (M/E only) basis design draft, 85% MCR and 15% sea margin

A/E Consumption:

At sea : About 2.8 mt IFO 380cSt / day
In port : About 3.5 / 2.0 mt IFO 380cSt / day with / without ship's cranes operating
Minor quantities of MDO are consumed when starting / stopping the diesel generators and when manoeuvring in confined waters / canals / rivers and during mooring operations.

Min. bunker quality specification:

IFO 380 : ISO 8217(E) - RMG 35
MDO : ISO 8127(E) - DMC

Endurance : About 43 days

Range : About 15,450 nm

Cargo Holds

Grain Capacity : 37,868 cbm (excluding no.1 cargo hold)

Holds/Hatches : 5 Holds / 9 Hatches

Ventilation : Mechanical

Ventilation rate : 15 air changes/hour

Features : Tween deck pontoon covers removable and inter-changeable for nos. 2 to 5.

: The covers are stowed on deck and in no. 1 cargo hold, converting nos. 2 to 5 cargo holds into single boxed shaped holds.

: Certified for carriage of grain and bulk cargoes with untrimmed ends and in alternate holds.

: Certified for carriage of certain IMDG cargo.

Hatch Covers

Upper Deck : Hydraulically operated folding pairs (MacGregor)

Tween Decks : Pontoon lift-away type which may be operated with ship's cranes. All pontoon covers, except for Hold No. 1, are interchangeable.

Hold Dimensions (L X B x D (m))

No.1	UTD	: 11.1 x 9.75 x 5.5
	LTD	: 11.1 x 9.75 x 4.6
	LH	: 11.1 x 9.75 x 4.6
No.2	UTD	: 29.9 x 18.2/23.6 x 4.6
	LTD	: 29.9 x 18.2/23.6 x 6.6
	LH	: 29.9 x 18.2/23.6/13.2 x 4.7
No.3	UTD	: 32.1 x 23.6 x 4.8
	LTD	: 32.1 x 23.6 x 3.6
	LH	: 32.1 x 23.6 x 4.7
No.4	UTD	: 31.2 x 23.6 x 4.8
	LTD	: 31.2 x 23.6 x 3.6
	LH	: 31.2 x 23.6 x 4.7
No.5	UTD	: 28.0 x 23.6 x 4.80
	LTD	: 28.0 x 23.6 x 3.60
	LH	: 15.1 x 13.2 / 23.4 x 4.7 (fwd: frame 58)
	LH	: 21.4 x 8.6 /18.3 x 4.7 (aft: frame 49)

Hatch Openings (L X B (m))

No.1 : 7.70 x 11.00
No.2 (for'd) : 12.87 x 8.28
No.2 (aft) : 12.87 x 10.9
Nos. 3 - 5 : 25.64 x 10.9 (P & S)

Container intake (Deck + Hold = Total (TEU))

(Deck + Hold = Total (FEU))

No.1	: 10 + 0 = 10	No. 2	: 51 + 76 = 127
No.2	: 106 + 156 = 262	No. 3	: 88 + 80 = 168
No.3	: 208 + 160 = 368	No. 4	: 104 + 80 = 184
No.4	: 208 + 160 = 368	No. 5	: 112 + 58 = 170
No.5	: 224 + 128 = 356	Total	: 355 + 294 = 649
Total	: 756 + 604 = 1,364		

50 reefer containers can be stowed; the vessel's working voltage is 440v.

Stack Weights

Containers (TEU / FEU(mt))

On Deck:

No.1 : 30 / 0
No.2 : 40 / 50
Nos.3 to 5 : 40 / 80

In Holds:

5 tiers : 100 / 150
6 tiers : 120 / 180

Uniform loading (mt / m²)

Hatch Covers : 1.75
Tweendeck : 3.5 (with 3.5mt FLT)
Lower hold : 20.0

Description provided good faith and without guarantee