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BRAND NEW - 7000T LCT Deck Barge



Listing ID - 3997

Description 7000T LCT Deck Barge

Date 2022

Launched

Length 101.75m (333ft 9in)

Beam 21.80m (71ft 6in)

Draft 4.09m (13ft 5in)

Location China

Broker Franklin Taylor

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Price USD 4.3 million

This ship is a deck cargo ship, suitable for carrying steel, block stones, engineering equipment, engineering vehicles, containers, sand, rocks, coal mines and many more. The ship is made of steel, continuous single deck, double bottom, inclined stem, welded steel plate. It has a bilge keel, which is transmitted by two marine diesel engines through a gearbox to drive two fixed-pitch propellers to propulsion type ship. There are three deckhouses on the raised aft deck.

Class Society: China Classification Society

Total Long (with attachment): 101.75m

Total Long L: 93.56m

Design Waterline Length (LWL): 90.34m

Length Between Vertical Lines (LPP): 88.88m

Type Width (B): 21.80m

Type Deep (D): 5.39m

Design Draft: 4.09m

Upper deck to aft raised deck: 1.10m
Transom raised deck to living deck: 2.60m
Living Deck to Driving Deck: 2.40m
Flying Deck to Compass Deck: 2.40m
Upper deck to forecastle deck: 2m
Hull Material: Steel

Upper Deck Sheer

Bow Sheer: 0.30m
Stern Sheer: 0.25m

Beam Arch

Whole Ship: 0.10m

Double Bottom and Single Bottom Height

Single layer bottom height
Cabin Area: 1.05m

Double Bottom Height
Cargo Area: 1.10m

Capacity and Tonnage

Cabin Capacity
Stern ballast tank: 2*26.92m³
No.1side ballast tank: 2*245.31m³
No. 2side ballast tank: 2*379.53m³
No. 3side ballast tank: 2*396.25m³
No. 4side ballast tank: 2*396.25m³
No. 5side ballast tank: 2*340.88m³
No.1 Bottom ballast tank: 2*99.79m³
No.2 Bottom ballast tank: 2*169.58m³
No.3 Bottom ballast tank: 2*177.51m³
No.4 Bottom ballast tank: 2*177.51m³
No.5 Bottom ballast tank: 2*177.09m³
Daily oil tank (left and right): 2*4.06m³
Diesel tank (left and right): 2*31.29m³
Lubricating Oil Storage Cabinet: 1.44m³
Dirty oil tank: 0.48m³
Fresh water tank: 2*33.62m³
Stern shaft cooling water tank: 2*8.51m³
Sea water tank: 1.00 m³
Residual oil tank: 0.63m³
Domestic sewage storage cabinet: 4.64 m³
Fresh water tank: 1.00 m³
Gross Tonnage GT: 2977
Net Tonnage NT: 1667

Freeboard

Own ship's actual summer freeboard FX=5406-4090=1316mm>1308.92mmMeet the Maritime Safety Administration of the People's Republic of China (CHINA MSA)Statutory Survey of Ships and Offshore Installations (Technical Rules for

Statutory Survey of Sea going Vessels in Domestic Voyages) (2020)No.3 articles to domestic coastal shipping area B minimum freeboard requirements for ships of

Load Capacity And Cargo Capacity

The density of the ship in seawater is 1.025t/m³case, the design draft (4.09m), the displacement is 7034.3t, the load capacity is about 5325.4t, The corresponding cargo capacity is approx. 5169.6t; The maximum full load state is expected to be 7000. When the vehicle ramp is closed, it should be close to the first sealing plate and keep it weathertight. Two sets of fastening, locking and supporting devices are provided for the gangway of the ship's vehicle. When sailing, the ramp is to be lifted and locked with the deckhouse on each side, and corresponding sound and light alarm facilities are to be provided in the bridge.

Main Engine

Model and Quantity: 6210ZLC-12 two

Rated Power: 1350hp x 2 units

Gearbox: JD1700

Reduction Ratio: 5.50:1

Genset Model and Quantity: CCFJ50J-Y32Group

Diesel Model: DHP10D2251FR2

Output Power and Speed: 60.5kW×1500r/min

Generator Model: T2X50S2-4-H

Rated Power: 50kW

Speed: 11 knots

#2 Generator Set

Genset Model and Quantity: CCFJ50J-Y32Group

Diesel Model: DHP10D2251FR2

Output Power and Speed: 60.5kW×1500r/min

Generator Model: T2X50S2-4-H

Rated Power: 50kW

Tank

Ballast Tank: Epoxy bituminous thick paste anti-rust paint

Clear Water Tank: Clear water tank paint

Diesel Tank: Clear oil

Trim and Stability

The trim and intact stability of the ship under various loading conditions meet the requirements of the Maritime Safety Administration of the People's Republic of China (CHINA MSA) "Ship and Sea Regulations for Statutory Surveys of Facilities (Technical Regulations for Statutory Surveys of Sea-going Vessels in Domestic Voyages) (2020) Notification of the current amendments 4 chapter 7 chapter to edge Requirements for bulk dry cargo ships in the sea navigation area.

Thruster: The propeller of this ship adopts fixed pitch propeller

Paddle type and number of blades: MAU type 4 leaf

Accommodation

Crew Members: 11 people

Office

Cabin shed

Kitchen

Toilet

CO2room
Third room
Third round room
Crew room
Dining
Entertainment area

Living Deck
Crew rooms
Stairwells
Toilets
Chief officer room
Second engineer room

Pilot Deck
Equipped with toilets
Chart reporting area
Toilets
Captain's room
Chief engineer's room

Upper Deck
128 first with 2 sail cable cabin

Aggregate Spacing

Rib Spacing
Tail: 19
Head: 130

Mooring Equipment

Anchor
The first anchor adopts the Speck anchor²only, each anchor weighs2460kg;
The tail anchor adopts the navy anchor²only, each anchor weighs1020kg.

Anchor chain
CCS3Graded electric welding anchor chain, chain diameter $\Phi 38\text{mm}$, the total length is467.5 m,total17Festival.

Windlass: the first windlass isYMBZ38Hydraulic single side windlass (double drum)²Tail windlass hydraulic single-side anchor winch two tower.

Tail Anchor
30 ZAB 6×37S+FC 1570 ZS 466Fiber core galvanized steel wire rope²root, the breaking load is466kN, each length180 m.

Towline
30 ZAB 6×37S+IWR 1570 ZS 503Steel core galvanized wire rope¹root, the breaking load is503kN>480kN,length 190 m.

Mooring Line

Φ40×8Stranded polypropylene filament rope mooring rope4root, the breaking load is215.2 kN, each length170 m.

Mooring accessories

The bollards and fairlead rollers adopt the relevant national standards.

The lower decks such as bollards and fairlead rollers are partially reinforced.

For details of the ship's anchoring and mooring equipment layout, please refer to "Mooring Equipment Layout Plan" (WUT4696D-210-01) and "Mooring layout plan" (WUT4696D-220-01).

Rudder Equipment

Rudder Speed: 28s

Rudder Blade

Number of rudder blades: 2individual

Single udder area: 4.93m²

Aspect ratio λ: 1.706

Balance ratio β: 0.235

Tiller

The rudder stock is a marine structural forged steel part, designed according to the requirements of the specification, and a horizontal flange is used between the rudder stock and the rudder blade. rudder stock double The key is connected to the tiller. The diameter of the rudder stock at the tiller is120mm; The diameter of the rudder stock at the lower rudder bearing is150mm;

Servo

The ship adopts end-twisting cylinder type hydraulic steering gear1tower. Type: Swing cylinder type; Nominal torque:63kN-m; rudder angle:±35o;

Lifesaving Equipment

Life Raft: 12 people

Life Jackets: 17

Fire Equipment: Full ship equipment9LPortable Foam Fire Extinguisher7only, spare7Only, Portable Dry Powder Fire Extinguisher5kgof11only, spare11Only. Inside the cabin45LTrolley Foam Fire Extinguisher1individual.

Firefighter Outfit: 2 sets

CO₂fire extinguishing system

Emergency escape breathing apparatus (EEBD)

Metal Doors, Windows, Covers

Metal door

The entrances and exits of all cabins of this ship that communicate with the outside and the windows used as lighting or ventilation are provided with weathertight single-leaf steel doors and windows. all The exterior doors all open outboard, and the doors on the side walls of the deck outside open forward. Doors on the outer wall of the aft raised deck and the upper forward deckhouse, which The sill height is 600mm; the sill height of the outer wall of the driving deck door is 250mm, and the other sill heights are 380mm. separate interior compartments adjacent. The fire integrity of the space bulkhead and the fire rating of the corresponding fire doors are to comply with the relevant requirements of the regulations. The door visibility inside the cabin is essential. It is required to install fire doors, cabin empty doors and ordinary steel doors of corresponding levels.

Metal windows

The outer wall of the deckhouse on the upper deck is equipped with portholes with a light transmission size of 350; Outside) the outer walls are equipped with bolts to install openable steel marine ordinary rectangular windows; nch bolt-on fixed steel marine rectangular windows with horizontal movement wipers on the front wall windows. For the specific specifications and layout of the ship's metal doors and windows, please refer to the "Whole Ship Doors and Windows Layout Plan" (WUT4696D-260-01).

Hatch covers and manhole covers

Steel weathertight (or watertight) small hatch covers are provided on the access opening to the steering gear compartment from the upper deck; access from the steering gear compartment. Tanks and other spaces are provided with steel oil-tight or water-tight manhole covers. Access side ballast tanks and bottom ballast tanks in cargo ship areas are provided with watertight manhole covers , Access to diesel tanks and some oil-tight manhole covers. For the specific specifications and arrangement of hatch covers and manhole covers of this ship, please refer to "Arrangement of Small Hatch Covers and Manhole Covers" (WUT4696D- 260-02).

Escalators, Railings and Handrails

The main stairway surrounding each deck house is provided, and each upper deck house can be accessed from the upper deck house. The main stairway is inclined A steel structure inclined ladder with an inclination angle of not more than 50° and a net width of not less than 700mm, and equipped with steel pipe handrails. Access the steering gear from the upper deck The traffic escalator in the cabin adopts a steel straight ladder with a width of 600mm.

Bulwarks and railings

1000mm high bulwarks are provided on the aft raised deck and the forecastle deck, and the living deck, pilot deck and compass deck have high. The railing with a degree of 1000mm, the railing column is made of 60×16 flat steel, and the cross bar is made of $\phi 20 \times 3$ steel pipe with handrails $\phi 42.3 \times 3.25$ galvanized steel pipe. For the specific structural type, specification, material and arrangement of bulwarks and railings, please refer to "The whole ship's railings, handrails, ladder arrangements and bulwark structures "composition" (WUT4696D-260-03).

Storm armrest

Stainless steel pipe storm handrails are installed in the indoor walkways of the whole ship; storm handrails made of galvanized steel pipes are installed along the outer side of the outer wall of the deckhouse.

Crew safe passage

The ship has a main passage in the cabin from the bow to the stern, leading to the emergency fire pump from the inclined ladder on the main deck on the starboard and starboard sides of the forecastle deckhouse cabin, along the storm handrail in the emergency pump room, pass the FR112 sliding watertight door, and continue to walk to the rear. A ladder leads to the main deck to the dining room. There are two internal and external inclined ladders leading to the driver's cab in the raised aft deckhouse.

Outfitting Part of Cabin

Fire protection structure

The fire protection structure of the ship is in accordance with the Maritime Safety Administration of the People's Republic of China's 2016 Regulations on the Fire Protection of Ships. The ship adopts non-combustible B- or C-class divisions as internal dividing bulkheads in accommodation and service spaces; and in accommodation spaces The bulkheads and decks adjacent to machinery spaces of category A and service spaces shall be divided by class A-60 fire resistance; enclosure protection. All linings, ceilings and their associated linings in accommodation spaces, service spaces and control stations are to be of non-combustible material

Wood insulation

Ceramic wool is used as the insulation material for the fire insulation of bulkheads and/or decks with fire integrity grades above A-0; Glass wool insulation shall be laid on the coamings and/or decks used as interior partitions of accommodation spaces and service spaces with properties above B-0, lining

Slabs or ceilings are made of ceramic wool. For the walls and decks adjacent to the open air, lay 50mm thick ultra-fine glass wool felt for thermal insulation

Fire doors

The fire doors are to be installed in accordance with the requirements for the fire separation level of the bulkhead where they are located, and the fire doors are to be of a type approved by the ship inspection agency. and have the corresponding product certificate. Fire doors at the stairway enclosure shall be equipped with door closers.

Deck dressings

Deck coverings shall meet the fire integrity required by the code. Areas with requirements for fire integrity grades above A-0 should use fire-resistant

Fire type deck dressing. Other areas can be directly painted with paint or flame retardant light deck coverings can be used as appropriate. Living cabins, cabs, etc. Cabin floor, PVC floor on deck covering. The kitchen, dining room and bathroom floors are covered with non-slip tiles on the deck covering.

Outfitting of cabins

There are 1 captain, chief engineer, chief mate, second engineer engineer, third engineer engineer, and third mate for the crew to live in, and 5 crew rooms, each of which is Correspondingly, there are beds, wardrobes, writing desks, chairs, etc. The arrangement or drawings of cabin furniture and equipment are to be submitted to the owner for review and approval. The furniture in each cabin is made of wood, and all drawers are provided with stoppers slider. The fixing method between the furniture and the floor and the surrounding wall can be determined according to the construction practice of the construction factory.

All accommodation cabins are equipped with door hooks and door catches.

Ventilation system

Engine room ventilator²It is installed in a blowing state, and there are ventilation ducts in the engine room. Where there are personnel, there are ventilation openings. The ventilator of the engine room is located on the living deck, and the upper part of the ventilator is equipped with a fungus-shaped fan with a closable device. hair dryer. When necessary, one of the cabin ventilators can be reversed to enable it to extract air. The air ducts outside the engine room are welded with steel plates or steel pipes, and the main air ducts and branch air ducts in the engine room are made of 1~2mm Double-sided galvanized steel. Each air duct should be firmly or supported on the hull structure, and irregular elbows should be avoided as much as possible. Ventilation grills (damp doors) to distribute and regulate air volume, all adjustable ventilation grills should be easily accessible for operation. Ventilators are installed in the safety passages under the upper deck¹The platform is connected by seamless steel pipes to ventilate the safety passage through the emergency fire pump room. Pass The fan is located on the starboard side of the upper deck of the bow, the upper part of the fan is equipped with a mushroom-shaped ventilator with a closable device, and a gooseneck type is set on the port side of the living deck. One natural ventilator. Each crew room is equipped with hanging air conditioner.

Navigation and Signal Equipment

Radar Mast

Radar mast with welded steel structure on compass deck¹It is equipped with a radar antenna, lights, whistle and other necessary navigation. Conducting signal equipment and lightning rods and other facilities.

Foremast

Foremast¹Seat, welded steel plate structure, on which are provided fore mast lights and front anchor lights.

Models, flags and sound signaling devices

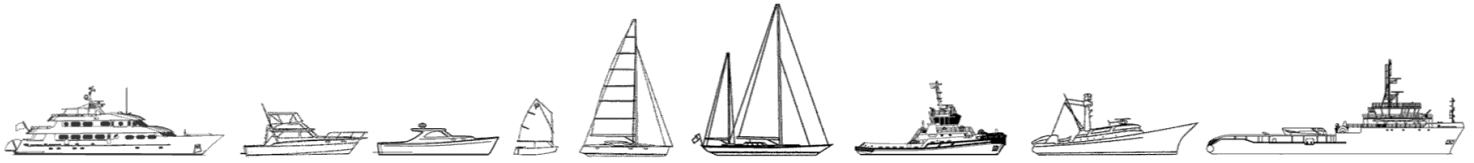
In addition to the lights and flashing lights, the signal equipment is also equipped with models (such as anchor balls), flags (sign flags, hand flags) , International signal flags and Chinese national chess), sound signal equipment (large clocks, large flutes). For details of the layout of the signal equipment of this ship, please refer to the "Layout Plan of Sound and Light Signal Equipment" (WUT4696D-240-01). The main navigation equipment of the ship includes a radar, a standard magnetic compass, and a satellite navigator GPS, a set of depth sounders. A searchlight, a steering magnetic compass, an automatic identification system AIS, a set of rudder angle indicator, a set of fog whistle, two sets of rotating windows. Two sets of stern shaft tachometer and one sounding hammer.

General Arrangement Overview

The whole ship is set up 5 Watertight transverse bulkheads, respectively located at #2, #5, #19, #112, #130 rib position. Set the steering gear compartment and tail pressure in turn Water tank (left and right), fresh water tank (left and right), cooling water tank (left and right), engine room, diesel tank (left and right), NO.5 Bottom ballast tank (left right), NO.5 Side ballast tank (left and right), empty tank (middle), NO.4 Bottom ballast tanks (left and right), NO.4 Side ballast tanks (left and right) , NO.3 Bottom ballast tanks (left and right), NO.3 Side ballast tanks (left and right), NO.2 Bottom ballast tanks (left and right), NO.2 side ballast water Cabin (left and right), empty cabin (left and right), NO.1 Bottom ballast tank (left and right), emergency fire pump (middle), NO.1 Side ballast tank (left Right) and the forepeak tank, with a sewage well, seabed valve box and echo sounder tank in the middle. There are three deckhouses above the raised aft deck. There is an enclosed main stairway between the boards, and an outdoor inclined ladder is provided for access.



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