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133m Motorised Barge, CCS Class 20000t



Listing ID - 4274

Description 133m Barge, CCS Class 20000t

Date 2021

Launched

Length 133m (436ft 4in)

Beam 0.15m (0ft 5in)

Draft 5.18m (16ft 11in)

Location China

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Price USD 10.8million

The ship is a deck cargo ship driven by diesel engine with tail engine, bulbous nose bow, double engine, double OARS, double rudder. The living quarters of the ship are located at the front, and the diving board is arranged at the front. The ship is mainly used for loading bulk cargo such as coal, yellow sand and stones, as well as large deck such as wind power equipment and offshore works, etc. When vehicles are used for loading and unloading cargo on or off the ship via the bow gangway, it shall be ensured that all loading and unloading vehicles have been safely removed from the ship via the gangway before all cargo loading and unloading are completed and ready to sail. During the voyage of the ship, the gangway shall be lifted and sealed to each side deckhouse and equipped with appropriate sound and light alarm facilities in the bridge. The navigation area of the ship is for sea navigation, which is strengthened by B class ice area.

Built: Dec. 2021

Total Length: 133m

LWL: 127.70m long

Length between two columns: 125m

Wide: 30m
Depth: 7.38m
Design Draft: 5.18m
Beam: 0.15m
Distance: 0.60m
GT: 7716 net tonnage
NT: 4320 final tonnage

Layout

Below the main deck

The rudder engine room is on the stern - FR4 platform, and the tail ballast tank is under the platform;

The cooling water tank is under the platform FR4-9, and the light oil tank, fuel oil daily tank and empty tank are on the platform;

Fr9-30 is the engine room;

The FR30-56 double bottom is NO.6 side ballast tank, heavy oil tank and empty tank, and the bottom of the double bottom is NO.6 bottom ballast tank;

Fr56-80 double bottom is NO.5 side ballast water tank and empty tank, and the bottom of the double bottom is NO.5 bottom ballast water tank;

Fr80-108 double bottom for NO.4 side ballast tank, empty tank, double bottom for NO.4 bottom ballast tank;

Fr108-136 double bottom is NO.3 side ballast water tank and empty tank, and the bottom of the double bottom is NO.3 bottom ballast water tank;

Fr136-164 double bottom is NO.2 side ballast water tank and empty tank, and the bottom of the double bottom is NO.2 ballast water tank;

Fr164-188 double bottom is NO.1 side ballast water tank, empty tank and fresh water tank, and the bottom of the double bottom is NO.1 ballast water

Main Deckhouse

Kitchen

Dining room and CO are arranged at the front 2 Room

Grain storage

Crew room

Third mate room

Toilet and sail cabling cabin

Engine room shed

Toilet and stairway are arranged in the tail

Forecastle Deck Room

Arranged with second mate room

Chief mate room

Main pipe wheel room

Second pipe wheel room and stairway

Living Deck

Equipped with stairs

Toilet

Office

Captain's room

Chief engineer's room

Crew's room

Driver's Deck

Equipped with battery room

Toilet and cab

Free board

The ship takes a freeboard of 2218mm in summer, which meets the requirements of B type ship in 2020 according to China's Legal Inspection Rules for Domestic Seaward Vessels.

Made of Wood and Insulated

The ceiling and wall of the bridge, living room, conference room, corridor and public space are provided with composite rock wool board. The surface decorative material should have low flame casting, and the adjacent part of the cabin is provided with rock wool as insulation and insulation, and the composite rock wool board and rock wool products are approved products for ship inspection. Fire-retardant PVC floor leather shall be applied to the ground deck dressing of all crew cabins, dining rooms, wheelhouses, meeting rooms and walkways. The floor of the kitchen, toilet and bathroom shall be laid with anti-slip floor tiles on cement, and ceramic tiles or moisture-proof inner panels shall be affixed around the walls. All wood and textiles shall comply with classification society fire protection requirements and open areas shall be protected from moisture.

Hull Structure

Structural form and welding:

The middeck, bottom and side of the ship are longitudinal-frame structure. The aft deck and engine room deck are longitudinally framed. The other areas are of the transverse frame structure. The main members of the hull shall remain continuously connected and shall be reinforced in case of inevitable disconnection. Any strong member, such as a pipe. When the road or cable passes through, sets the manhole or other functions, the opening size should meet the specification requirements. The outer plate and other strong components. All openings should have smooth rounded corners, and the bottom tank and other openings should be provided with thickened plates or cladding plates. The flow holes, air holes, bone through cuts and structural joint types on the ship's members shall be constructed in accordance with relevant standards. All welded surfaces shall be clean, dry, free of debris, oxide, grease and impurities, and the plate edge treatment shall meet the requirements

Code requirements. Hull construction should use precast and automatic/semi-automatic welding as far as possible, manual welding should use flat welding as far as possible, and component assembly is not suitable. Forced molding should be used to avoid large internal stress and deformation in the components. If welding groove or assembly gap is too large, it must be corrected with the consent of the surveyor. All welds shall be welded in accordance with the specifications, the grooves shall be whitened before manual backcover welding on the back of the weld, and the weld shall be thoroughly cleaned and removed, slag, avoid slag inclusion, edge biting, pores and other welding defects, all welds should be polished smooth. The chemical composition of the primer should be proved to have no adverse effect on the weld quality before welding operation, and should be reported to the surveyor for approval. The weld at important and critical parts shall be inspected by X-ray, ultrasound and other non-destructive testing methods, if any defects, must be trimmed, trimmed should be inspected again.

Paint Anticorrosion

The submerged surface of the steel hull of the ship is coated with effective paint, and anticorrosive zinc blocks are also provided to protect the underwater part of the hull plate to prevent corrosion. The ship shall not be coated with anti-fouling systems containing organotin compounds used as biological insecticides to control the ship's harmful antifouling system dye.

Accommodation

Raed for 12 persons (BRC semi-automated engine room)

Captain 1 person

First mate 1 person

Second mate 1 person

Third mate 1 person
Watch sailor 3 person
Chief engineer 1 person
Big tube wheel 1 person
Second tube wheel 1 person
Watch mechanic 2 people

Capacity

NO1 (P/S) Side ballast tank: 599.53 m³
NO2 (P/S) Side ballast tank: 730.04 m³
NO3 (P/S) Side ballast tank: 730.04 m³
NO4 (P/S) Side ballast tank: 730.04 m³
NO5 (P/S) Side ballast tank: 625.03 m³
NO6 (P/S) Side ballast tank: 645.61 m³

NO1(P/S) Bottom ballast water tank: 299.28 m³
NO2 (P/S) Bottom ballast water tank: 370.94 m³
NO3 (P/S) Bottom ballast tank: 370.96 m³
NO4 (P/S) Bottom ballast water tank: 370.95 m³
NO5 (P/S) Bottom ballast water tank: 312.78 m³
NO6 (P/S) Bottom ballast water tank: 311.73 m³

Tail ballast tank (P/S): 60.36 m³
Bow tip tank and ballast tank: 465.39 m³
Heavy tank (P/S): 192.81 m³
Fresh water tank (P/S): 211.26 m³
Cooling water chamber (P/S): 59.51 m³
Light oil tank (P/S): 68.80 m³
Slop Tank: 11.09 m³

Engine

Propulsion Device
The host model: 6320 ZCD-10
Rated power: 1765 kW x 2
Rated speed: 550 r/min
Gearbox Model: GWC 49.59
Gearbox speed ratio: 3.5:1

Speed

In the design of the draft is 5.18m, the main engine output maximum sustained power, speed is about 13Kn.

Outfitting Equipment

Mooring Equipment

First Anchor: with 2 Sparker anchors, each weighing 6000 Kg.
Anchor Chain: equipped with welding anchor chain CCS3 class ϕ 60 (GB/T 549 -- 1996), 577.5m long.
First Anchor: equipped with ϕ 60 single side hydraulic mooring anchor lifting unit 2, 1 left and 1 right.
Tow Rope: with wire rope 6 × 24 + 7FC - 44-1670 MPa 1, 220 m long, breaking load 905 KN.
Mooring Cable: ϕ 48 high performance eight-strand polypropylene cable, each 180 m long, breaking load 373.5 KN.

Rudder Equipment

Rudder Blade: 2 streamlined balanced rudder, single rudder are of 11.2m²
Steering Gear: with 160 kn m fork type hydraulic steering gear 1 (double rudder)

Railing and Stairs

700 mm wide steel ladder is used for the outdoor ladder of accommodation, and 300 mm wide steel ladder is used for the straight ladder in hull cabin.

The height of railings and handrails outside the deck is 1000 mm.

Small Hatch Cover and Manhole Cover

In the front deck left and right for access hatch cover, escape hatch cover on the main deck.4. Ballast water tank, empty tank, fuel tank, etc

Install appropriate embedded-type manhole covers or ordinary Marine manhole covers according to the location.

Doors and Windows

The door on the outer wall of the deck is made of Marine weather-tight single steel door, and the door of the crew living cabin is made of fire-proof conforming to the code requirements

Door, cab outer wall adopts Marine type cab shifting door.

Fire doors are equipped according to the fire rating of the bulkhead.

The Windows on the outer wall are steel welded ordinary rectangular Windows and Marine portholes, and the front wall of the cab is a cab fixed rectangular window with smoke

Chimney placed on the chimney can close the shutters.

Ship's Supplies and Spare Parts

All supplies, tools, spare parts and art decorations shall be provided by the shipyard according to the "List of Supplies" approved by the owner.

Unless otherwise stated, all tools and spare parts will be supplied according to the standard of the manufacturer approved by the owner.

Life Saving Equipment

Life jacket (with life jacket light): 20

Survival suit: 16 pcs

Life buoy with self-lighting: 4 only

Bring a life buoy: 4 only

Life buoy with smoke signal self-lighting: 2 only

Emergency escape breathing device: 7

14 fully enclosed lifeboat and rescue boat: 1 ship

14-person fully enclosed lifeboat: 1 ship

Lifeboat rope thrower: 4

Rocket parachute signal: 12

15 self-supported official life raft: 2 only

Embarkation ladders: 3 set

6 Inflatable life rafts: 1 only

Pilot Ladder: 1 set

Fire Supplies

Hand-held foam fire gun: 1 set

45L hand push foam extinguisher: 2 only

A fire hydrant: 18

Fire hoses, boxes: 18 sets

Firefighter Gear: 2 sets

5 kg CO2 fire extinguisher: 6 only
9L foam extinguisher: 15 only
5 kg dry powder fire extinguisher: 6 only

Navigation Equipment

Standard magnetic compass: 1
Steering magnetic compass: 1
3600 Azimuth detector: 1 only
Gyro compass: 1 only
Azimuth points of the gyro compass: 2 only
Radar system: 1 set
Rudder Angle indicator: 1 set
Stern axle tachometer: 2 sets
Echo sounder system: 1 set
Sounding hammer: 1 only
GPS positioning system: 1 only
Automatic steering gear: 1 set
The fog flute: 1 only
Rain and snow remover: 2 only
AIS automatic identification system: 1 set
Electronic chart system: 1 set

Signal Equipment

The left side light: 1 light
Starboard lights: 1 light
The lamp mast: 2 lights
The lamp stern: 1 light
The lamp anchor: 2 lights
Out of control light: 2 lights
Hand-held day lights: 1 light
Chinese flag 4: 4 surfaces
International Signal flag small 2 semaphore: 2 sets
Marker flag # 1: 1 face
Large whistle: 1 only
The big clock gong: 1 only

Radio Equipment

Portable VHF radio: 3
VHF radio phone: 1 set
Medium to high frequency radio phone: 1 set
Nevotais receiver: 1 set
Emergency satellite position indicator: 1
Search and rescue radar transponder: 2

Machinery

Host

Type: Four stroke, water cooled, direct injection, Exhaust gas turbocharged, intermediate air cooled
Maximum sustained power: 1765kW
Rated speed: 550R /min
The number of cylinders: 6

Cylinder diameter × stroke: 320×440mm

Marine Gearbox

Model: GWC49.59

Main Diesel

CCFJ200J-W

2 only

Model: WP10CD264E200

Type: Four stroke, direct injection, water cooled

Continuous power: 264KW

Fuel consumption rate: 195g/kw• h

Sliding fuel consumption rate: 0.5g/kw• h

Starting mode: compressed air

Anchor Generator

Model: WP4CD100E200

Type: Four stroke, direct injection, water cooled

Continuous power: 100KW

Fuel consumption rate: 195g/kw• h

Sliding fuel consumption rate: 0.5g/kw• h

Starting mode: compressed air

Heat conducting

Working medium: heat conducting oil

Fuel Supply

Applicable main engine power: 2×1765Kw

Oil intake viscosity: 180CST at 50°C

Oil output viscosity: 12~ 14CST

Fuel outlet pressure: 0.4~0.6MPa (table)

Fuel Oil

Effective separation capacity: 1300L /h

Heating medium: hot oil

Fuel Delivery

1300L /h

Heating medium: hot oil

Power: 5.5 Kw

Lubricating Oil

Slag removal method: manual

Model: 2 cy - 5/0.33

Traffic: 5 m³ / h

Dirty Oil and Water

Discharge pressure: 0.33mpa

Motor power: 2.2KW

Model: 2 cy - 5/0.33

Dirty Oil Pump

Traffic: 5 m³ / h

Discharge pressure: 0.33mpa

Motor power: 2.2KW

Model: 32 CBZ - 21

Delivery: 8 m³ / h

Host Oil Precondition

Type: horizontal gear pump

Traffic: 8 m³ / h

Head: 0.6 Mpa

Host Oil Pump

Motor power: 3kW

Type: vertical double screw pump

Traffic: 50 m³ / h

Host Oil Pressure

Type: vertical twin screw pump

Traffic: 50 m³ / h

Head: 0.5 MPa

Gearbox Grease

Type: horizontal gear pump

Traffic: 12 m³ / h

Head: 2.5 MPa

Main Engine Seawater

Power: 11 kw

Model: CLH100-280

Type: vertical centrifugal pump

Traffic: 125 m³ / h

Main Fresh Water

Head: 0.21 Mpa

Power: 11 kw

Model: CLH100-280

Type: vertical centrifugal pump

Main Air

Traffic: 125 m³ / h

Head: 0.21 Mpa

Power: 11 kw

Model: WF - 0.6/3

Emergency Air

Model: CZ -

Pressure: 3 mpa

Drive diesel engine power: 5.5KW

Master Air

Model: A0.5-3.0CB /T493-1998

Miscellaneous

Model: A0.10-1.0 CB/T493-1998 only

Pneumatic

Cylinder volume: 30L

Ballast

Type: vertical centrifugal pump

Model: CISG350-235

Traffic: 800 m³ / h

Head: 12.5 m

Bilge, Fire chief

Motor power: 37KW

Type: vertical centrifugal pump

Model: CISG100-250 - a

Traffic: 121.6 m³ / h

Emergency Fire

Head: 60 m

Motor power: 30kW

Model: 80 cwy - 55

Traffic: 60 m³ / h

Seawater

Head: 55 m

Diesel engine power: 20kW

Model: 1.5 CWX - 2

Fresh Water

Traffic: 3 m³ / h

Head: 40 m

Motor power: 2.2KW

Model: 1.5 CWX - 2

Spray in First Cabin

Traffic: 3 m³ / h

Head: 40 m

Motor power: 2.2KW

Engine Room

Model: CP5-0.3

Traffic: 5 m³ / h

Working water pressure: 0.3mpa

Oil-water

Model: JCZ - 100 - a

Quantity: 48000 m³ / h

The total pressure: 665 pa

Domestic Sewage

Motor power: 15kW

Model: ZYFM - 1.0

Processing capacity: 1.0m³/h

Domestic Sewage Drain

Model: 0.5 PWF - 15

Traffic: 5 m³ / h

Put the Pump

Head: 15 m

Power: 1.1 kW

35 bottle

Carbon Dioxide Extinguished

Model: WA1

Lifting weight: 1T

Lifting height: 12m

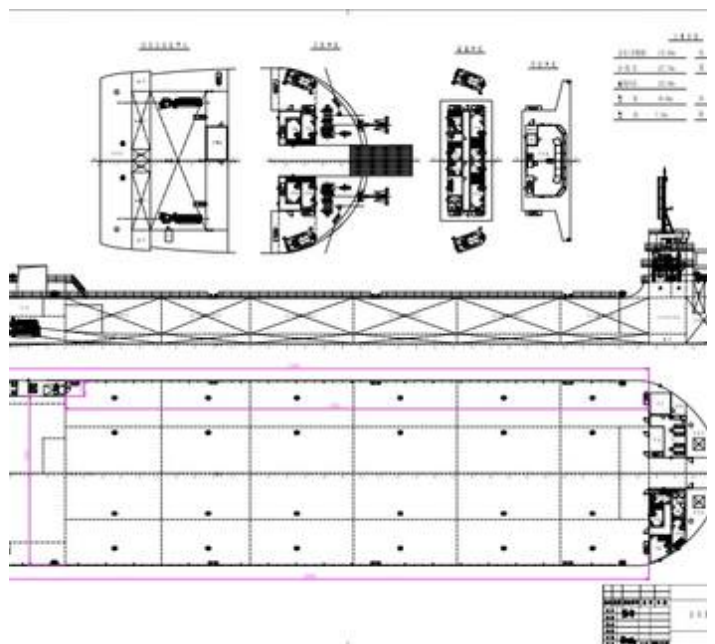
Bench Drill

Model: Z512-2

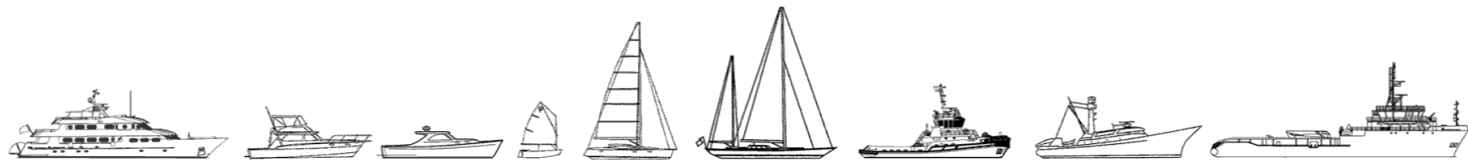
Maximum drill hole : ϕ 20mm

Vise

Jaws width: 250mm



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