NEW BUILD - 91.5m Steel Deck Cargo Barge

Listing ID - 675529

Description	**NEW BUILD - 91.5m Steel Deck Cargo Barge**
Length	91.5m (300ft)
Beam	24.4m (80ft)
Draft	5.5m 18ft
Location	Sabah, Malaysia
Broker	Geoff Fraser geoff.fraser@seaboats.net +64 21 61 222 5
Price	USD1,250,000.00 / unit Ex-Shipyard
Price Notes	Delivery 1 month after MOA

Section 1 - General

1.1 Intent & Definition

This specification together with the drawing is to describe the construction of a double swing end unmanned deck cargo barge suitably equipped for carrying deck cargo for unrestricted service.

The following terms are used in the specification:

i) Builder

ii) Classification ABS

1.2 General Description

The vessel is to be all welded steel construction. It is to be of flush deck and with twin skegs. The hull is to be divided by Seven (8) transverse watertight bulkheads and three (3) longitudinal watertight bulkheads into Thirty three (33) compartments.

1.3 Principal Particulars

Length Overall: 91.5m (300ft)

Beam Moulded: 24.4m (80ft)

Depth Moulded: 5.5m 18ft

Deadweight (minimum): 8000 Tonnes

Deck Loading: 10.0 Tonnes / M2

1.4 Classification

The vessel is designed suitable for registration as a deck cargo barge and constructed in accordance with the latest rules and regulations of ABS (hereinafter referred to as Classification) for Unrestricted services and to their special survey to hull for class for Unmanned Deck Cargo Barge, with scantlings review for ballast tanks

Notation Symbol: ABS + AI BARGE

1.5 Certification & Registration

The following Original certificates are to be supplied to the Owner in duplicate at the time of delivery of the vessel. Should original and the duplicated copies not be available, certified true copy is acceptable:

i) Builder Certificate

ii) Classification Certificate

iii) Safety Construction Certificate

iv) Tonnage Certificate

v) Loadline Certificate

vi) Stability Booklet

vii) Tin free underwater paint certificate

1.6 Welding

Except where specified otherwise, electric welding shall be employed in the construction of the vessel. All welded construction shall be shown on the approved plans and in accordance with the requirements of the Classification Society for construction of steel

vessels. The entire internals shall be fully welded both sides. All electrodes used shall be of type approved by the Classification Society. Automatic welding method to be used as far as possible throughout construction, where possible, structure should be pre-fabricated in assemblies and subassemblies to give the maximum possible amount of down hand welding, associated with accurate alignment fairness, edge preparation and gap width. Welding schedules to meet Classification requirement / standard.

1.7 Materials & Workmanship

All materials and workmanship are of the good quality. All steel plates, section, full forging and castings are to meet Classification requirements and supplied with test certificates where required by Classification. All rough edges to be ground smooth.

1.8 Inspection

Throughout the construction period and at anytime prior to the delivery, the Classification's Surveys and Owner's representatives are to be given free access, within normal working hours, to the builder's yard for supervision and inspection.

1 .9 Test

Prior to the delivery, the hull and other fittings are to be thoroughly tested to the satisfaction of the classification's attending surveyor.

1.10 Stability

A lightship Measurement will be conducted which will ascertain the lightship weight and the vertical centre of gravity at lightship condition is to be carried out by the Builders with the presence of the classification Surveyor. Based on these results, a Stability Report is to be prepared by Consultant.

1.11 Delivery

Delivery of the vessel is to be taken afloat at a mutually agreed site after completion.

1.12 List of Drawings

On completion, four (4) sets of the following "As-Built " drawings in prints as approved by the classification are to be supplied:-

i) General Arrangement

ii) Construction Drawings

iii) Skeg Details

iv) Welding Schedule

v) Manholes

vi) Bollards

vii) Brackets Details

viii) Navigation Sidelight Box

ix) Vertical Ladders

x) Raised hatches

xi) Draft Marks

xii) Stability booklet

Section 2 - Structure

2.1 General

The steel hull and deck erection are of all welding construction. Longitudinal framing system is used. The deck scantlings are to be designed to suit 7 tonnes/sq. meters loading.

2.2 Plating

Deck: 14&12.0mm

Bottom: 14&12.0mm

Sides: 12.0mm

Longitudinal/Transverse Bulkhead: 8.0mm

2.3 Longitudinal

Deck Longitudinal: 125 x 75 x 10 IA

Bottom Longitudinal: 125 x 75 x 10 IA

Side Longitudinal: 125 x 75 x 7 IA

Bulkhead Stiffener: 125 x 75 x 7 IA

2.4 Transverse Webs

Deck Transverse& Girder: 450x12 + 150 FLG

Bottom Transverse & Girder: 450x9.5 + 100 FLG

Side Transverse: 450x9.5 + 100 FLG

Long. Bulkhead Transverse: 450x9.5 + 100 FLG

2.5 Stanchions

Vertical: 10” x 10”

Diagonals: 150 x 150 x 10 OA

2.6 Skegs

Skegs shall be fitted port and starboard. The internal hull shall be suitably stiffened to provide good protection if the vessels runs aground.

2.7 Hull Markings

The barge name and Port of Registry shall be welded to the stern & both sides of the bow. They shall be of 8mm plate with the barge's name letter 300mm and Port of Registry 125mm height.

2.8 Draft Marks & Load line

8mm plate shall be welded to the hull in accordance with the authority.

2.8 Sideboard

12’ high sideboard from stern to bow.

Section 3 - Deck Machinery & Equipment

3 .1 General

All deck machinery and equipment are supplied and installed to meet Classification's requirements at approximately 3.6 Meter apart.

Anchor Winch

One (1) diesel-driven anchor winch of approximately 10 tonnes capacity with covered made of 6mm plate. The drum shall be capable of stowing 32mm diameter, anchor chain.

Anchor

One (1) unit 1500kg. Stockless Bower anchor.

Anchor Wire Rope

100m X 28mm diameter anchor wire rope with diameter 24mm X 12.5M stud link chain to be supplied and installed.

Anchor rack

Bridle recovery winch must be provided with wire of 20mm X 75 meter.

Tyre Fender

Suitable number of tyres c/w 20mm diameter, chain, plastic cover and shade are to be provided.

Manhole

One (1) manhole is to be provided for each tank and void compartments, size of manhole to be 600 x 400 mm clear opening oval flush type, studs and nuts to be of 316 stainless steel.

Navigation Lights

A complete set of battery operated navigation lights fitted c/w stands and battery boxes with WT covers are to be provided as follows:

* Stern Light

* Bow Light (P&S).

Section 4 - Painting & Cathodic Protection

4.1 Surface Preparation

All new plate surfaces (on both sides) are to be shot blasted to S.A. 2.5 ISO 8501-1 and primed before fabrication with one (1) coat of shop primer. After fabrication, all weld seams, damage, burnt areas to be spot blasted to 2.5 Swedish Standard for external steel surfaces, or power tool cleaned to ST 3 Standard where appropriate, ensuring all areas are rendered clean. Free of oil/grease and residual dirt, and to be dry prior to painting.

4.2 Painting

All paint use to be of 'International' make or equivalent and shall be applied according to the manufacturer's recommendation. All external steel to be coated with one (1) coat of anti rust base coating. One (1) coat of finishing coating, colour to Owner's desire to be added for Main Deck & top side, anti-fouling to be added for the underwater surface for a two (2) years docking interval. One (1) coat for Internal.

4.3 Cathode Protection

Appropriate numbers and sizes of zinc anodes to be welded onto the immersed loaded hull as cathode protection with a lifespan of three (3) years. Anodes, 25kg per piece, are to be arranged so as to prevent dislodging due to grounding.

Section 5 - Outfitting

5.1 Ladders

Ladders to be fitted from all manholes to all void space below. Access ladder shall be fabricated for 65 X 10 F.B. with double rungs of 16 x16 square or 16mm round bar.