

TRA-TYPE

LIFTING HEAVY
CARGO FOR
WORLDWIDE
TRANSPORT



GIANT
MARINE

BIG LIFT

TRA-TYPE

TRAMPER, TRACER, TRANSPORTER, TRAVELLER

HATCH OPENINGS AND ALLOWABLE LOADS

HATCH OPENINGS

weather deck	64.4 x 15.3 m
tween deck	64.4 x 15.3 m

ALLOWABLE LOADS

weather deck hatch covers	3.0 t/m ²
tween deck hatch covers	3.0 t/m ²
tank top	15.0 t/m ²

FLOOR SPACE

weather deck	1,330 m ²
tween deck	974 m ²
tank top	850 m ²

CRANES

2 x 275 mt SWL

COMBINABLE
500 mt

TROLLEY
6 mt SWL

PRINCIPAL DIMENSIONS

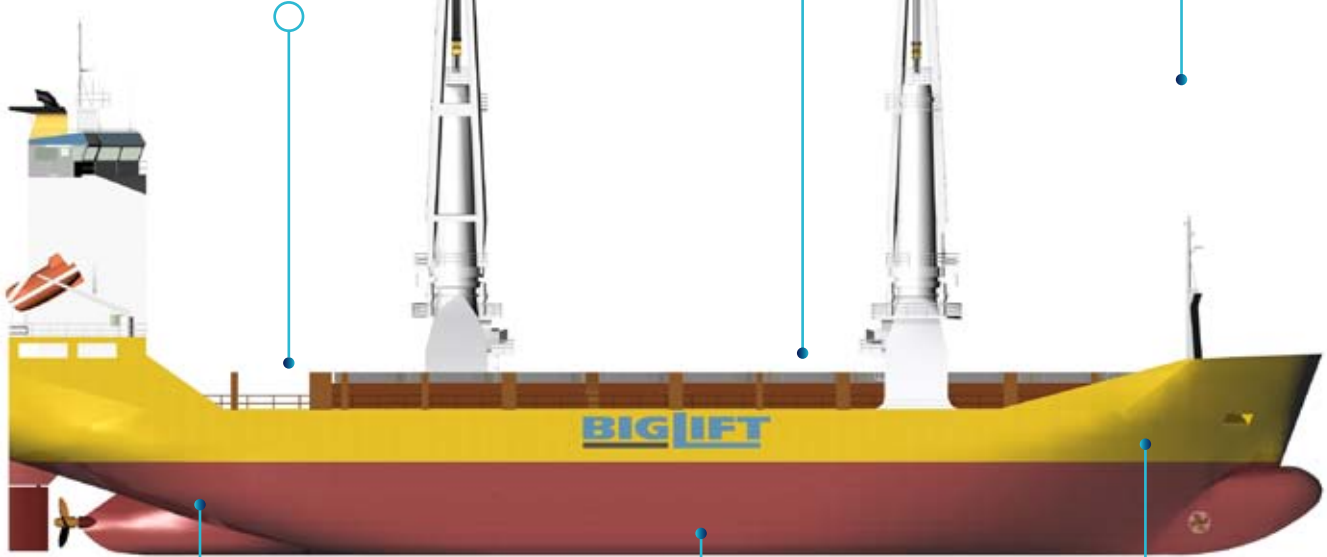
Length overall	100.50 m
Length p.p.	96.50 m
Breadth moulded	20.40 m
Summer draft	8.20 m

REGISTRATION

The Netherlands

CLASS

BV 1 3/3 E, Ice Class 1C, strengthened for heavy cargoes E0, W1-0C, Grain, LCS (SIG), DG-P, DG-B, Great lakes fitted



MAIN ENGINE

Wärtsilä	7800 kW
Bowthruster	500 kW
Speed	16.0 kn

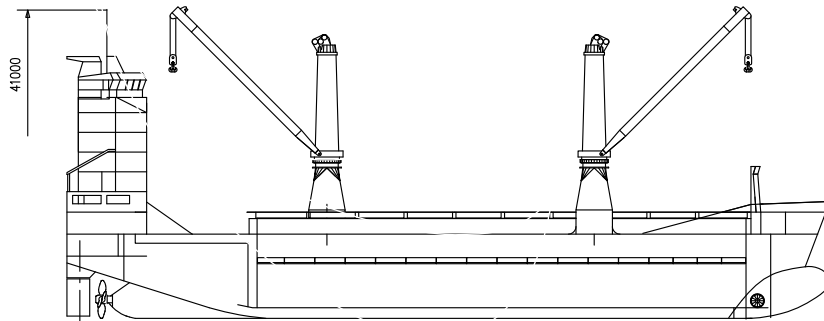
CAPACITY

Grain	10,530 m ³
Bale	9,720 m ³

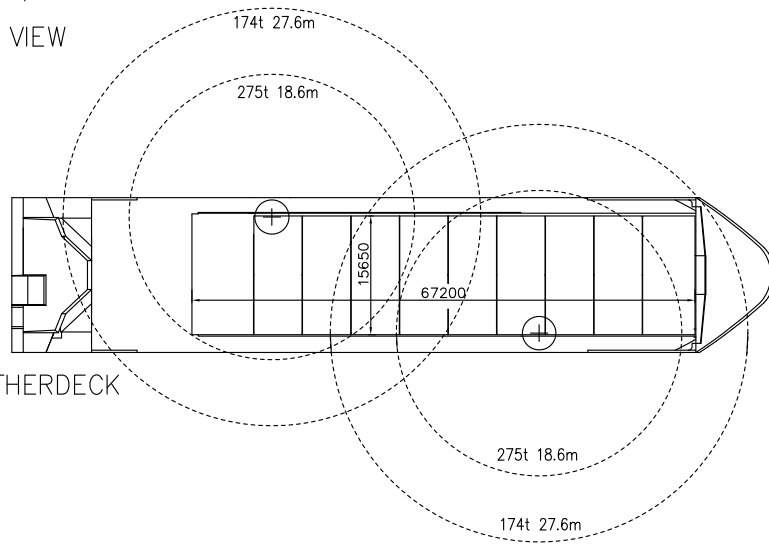
DEADWEIGHT

At Summer (Sea water) draft
8,600 mton inc. tween deck hatch covers, pillars

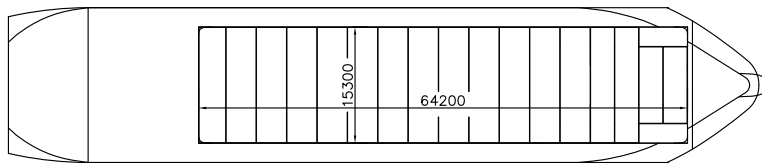
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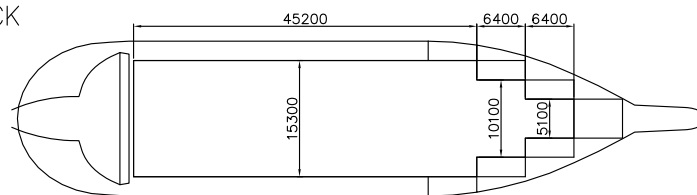
SIDE VIEW



WEATHERDECK

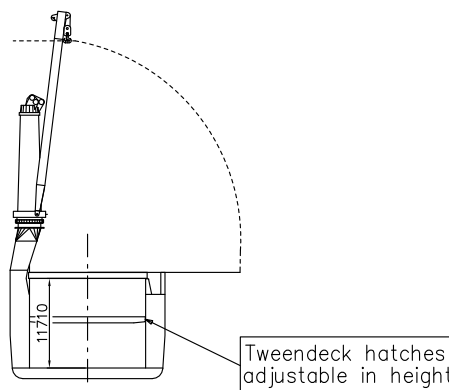


TWEENDECK



TANKTOP

CROSS SECTION



Vessel TC description - m.v. TRAVELLER

General				
type of vessel	General cargo ship; container ship; Deep sea heavy cargo			
class	BV X HULL X MACH X AUT-UMS X SYS-NEQ-1, general cargo ship, container ship, unrestricted navigation, heavy cargo (15 t/m2 on tanktop), MON-SHAFT, grabloading, Ice Class 1C, Great Lakes fitted			
built	2000			
flag	Dutch			
port of registry	Amsterdam			
owner	C.V. Scheepvaartonderneming Traveller, Amsterdam			
P&I club	The Standard			
official number	10355 Z A 2004			
IMO no.	9204726			
MMSI	246111000			
call sign	P H A M			
satellite number	telex	324611118		
	Sat-C tlx	424611110 - 11		
	phone	+870 3245 11110 / 1 / 2		
	fax	+870 3245 11113		
	mobile	+31 20 5110 9511		
	e-mail	pham@globeemail.com		
Tonnage		<u>International</u>	<u>Panama</u>	<u>Suez</u>
GT	6,714			
NT	2,888	pc/ums 6,108	23,362 cbm	6,669.9
Measurements				
Length overall	100.50 m			
Length between perpendiculars	96.52 m			
Breadth moulded	20.40 m			
Depth moulded	11.09 m			
Width overall (inc. fenders)	20.70 m			
Draft max. Summer (salt)	8.202 m			
Deadweight Summer (salt)	abt 8,600.00 mton			
Airdraft over keel	41.80 m (cranes down)			
Immersion (salt) mton / cm	at 5 m draft: 15.83 m			
	at 6 m draft: 16.85 m			
	at 7 m draft: 17.70 m			
	at 8 m draft: 18.53 m			

<p>Floor space weather deck tween deck lower hold cargo capacity:</p>	<p>1,025.00 m² (on hatch covers only) 952.00 m² (exc. water chests) 786.00 m² (exc. water chests) abt. 6800 mton basis 98% bunkers + all ballast tanks dry!</p>
<p>Hatches 1 hold hatch opening to tweendeck hatch opening to lower hold hold heights total hold height Deck strength upper deck hatch covers tween deck hatch covers tank top</p>	<p>10 upperdeck hatch covers 17 tweendeck hatch covers pontoon / lift away 64.40 x 15.25 64.40 x 15.25 (partly 10.07/partly 5.10) most t.d. hatch covers can be positioned in 2 different heights lower hold tween deck height height low position 5.93 m 5.10 m high position 8.03 m 3.00 m 11.75 m (t/decks not installed) 3.0 mton/m² 3.0 mton/m² 15.0 mton/m² (less on water chest)</p>
<p>Cargo facilities Cranes position each crane (from centre line crane) (basis 0 degrees list) cranes working in tandem: both cranes are equipped with an auxiliary hoist</p>	<p>forward crane on starboard, aft crane on port side 275 mton SWL at 5.44 - 18.62 m radius decreasing to resp. 250 mton SWL upto 20.59 m radius 200 mton SWL upto 25.15 m radius 174 mton SWL upto 27.44 m radius about 500 mt lifting capacity, subject to cargo details. 6 mton SWL</p>
<p>Lifting beams capacity / own length</p>	<p>1 x 500.0 mton SWL / 15.0 m 1 x 275.0 mton SWL / 12.0 m</p>

<p>Mechanical details mechanical ventilation CO₂ power supply reefer plugs</p>	<p>30 air changes per hour (empty hold) yes 440 volts, 60 Hz upto 900 kW (24 sockets in aft bulkhead PS/SB)</p>												
<p>Tank capacities ballast water HFO, inc. service, settling, overflow, drain tanks MGO, inc. service, settling, storage tanks Lub oil, inc. thermal oil, main & aux. Fresh water Misc. tanks (sewage, sludge, waste oil, etc.)</p>	<p>2,879.40 cbm* 900.30 cbm 113.60 cbm 76.90 cbm 225.29 cbm 60.76 cbm</p> <p>* aft peak port side, presently in use as freshwater tank. May also be used as ballast tank, adding 170.2 cbm to ballast capacity.</p>												
<p>Speed/Consumption Speed through water with fuel consumption (inc. shaft generators) basis HFO 380 cst RMG 35; wind not exceeding 2 beaufort; calm smooth sea without current, deep water:</p>													
<p>Speed/Fuel consumption in mts (even keel, draft 7.00 m) In port:</p>	<p>abt. 14.5 knots at abt. 20 ton/day abt. 16.0 knots at abt. 28 ton/day abt. 2.5 ton MGO-DMA per day, cargo gear working abt. 1.0 ton MGO-DMA per day, cargo gear idle</p>												
<p>Engine type bow thruster capacity ballast pumps, capacity</p>	<p>Wärtsilä Type 8L 46B 7800 kW, 500 rpm 500 kW 2 at 250 m³ per hour</p>												
<p>Cargo space grain bale gearless container capacity deck (TEU: basis 10t/teu) hold (FEU: basis 20t/teu)</p>	<p>10,530.0 cbm (tweendeck not installed) 9,720 cbm (tweendecks installed)</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="border-bottom: 1px solid black;">TEU</th> <th style="border-bottom: 1px solid black;">FEU</th> <th></th> </tr> </thead> <tbody> <tr> <td style="border-bottom: 1px solid black;">176</td> <td style="border-bottom: 1px solid black;">43</td> <td></td> </tr> <tr> <td style="border-bottom: 1px solid black;">195</td> <td style="border-bottom: 1px solid black;">82</td> <td>+ 8 TEUs à 20 mton</td> </tr> <tr> <td style="border-bottom: 1px solid black;">371</td> <td style="border-bottom: 1px solid black;">125</td> <td></td> </tr> </tbody> </table>	TEU	FEU		176	43		195	82	+ 8 TEUs à 20 mton	371	125	
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stackloads	deck	60	80	mtons
	hatches	50	65	mtons
	lower hold	100	128	mtons
Remarks: Vessel is fully equipped Vessel is partly self-sustained.		heights upto 8'6"; in holds 9'6"		

All details are approximate and without guarantee. They must not be used as basis for charter parties or contracts without owner's explicit written authority.

GIANT MARINE

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