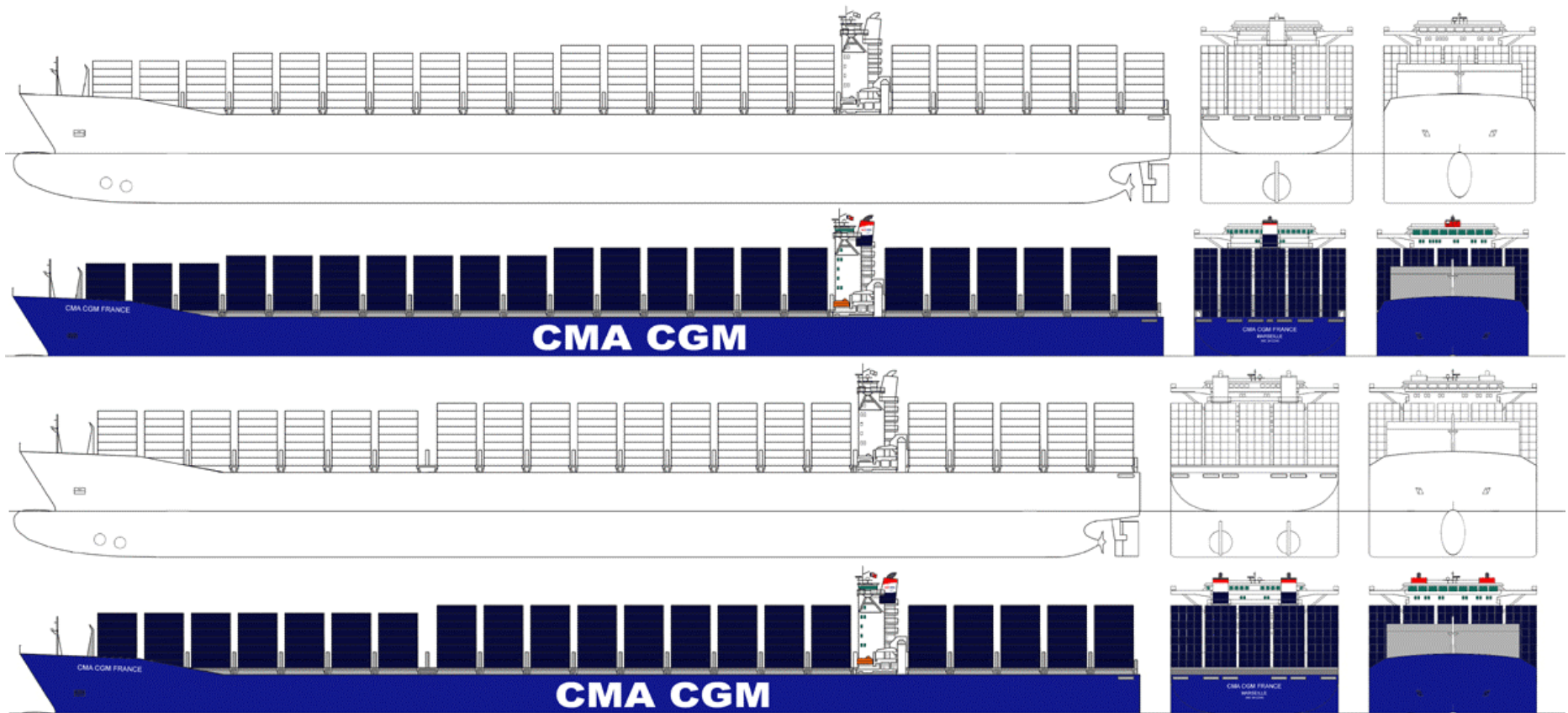


Data Sheet: Alternative Designs for a + 11,000 TEU Container Vessel

(Note: The below drawings only illustrate the general characteristics of large container carriers. They do not represent any actual design. The illustrations are inspired by the single screw design Hyundai HI developed for CMA CGM. The French Line's logo and colours are registered trademarks. They have been used for illustration purposes only. Vessel particulars refer to the drawing and not the actual shipyard design. © www.containership-info.net.tc)



lateral plan illustration by Jan Tiedemann

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Now that CMA CGM have followed Maersk Line into the terrain of ultra large container ships (ULCS), your editors believe others will do so, too. MSC, China Shipping and Coscon are surely among the candidates. We have created this little data sheet for you to illustrate the main particulars of two different types of a ULCS: Single and twin engine designs. Even though both designs are fictional and must not be associated with any particular shipyard or shipping company, they will give an impression of how the next generation of container ships might look like. (Note: all figures in the table are only estimates)

	single engine vessel proposal	twin engine vessel proposal
dimensions	ca. 364.00m x 45.60m x 14.50m	ca. 353.00m x 51.00m x 13.90m
engine	1 x ca. 74 MW 14-cylinder engine	2 x ca. 41 MW 9-cylinder engines (= ca. 82MW)
capacity	ca. 11,100 TEU (9,286 at 14 t / TEU)	ca. 11,500 TEU (10,357 at 14 t / TEU)
deadweight	ca. 130,000 t	ca. 145,000 t
tonnage	ca 120,000 gross tons	ca. 126,000 gross tons
speed	ca. 24.5 knots at 85 % MCR	ca. 24.5 knots at 85 % MCR
holds	16 fwd bays, 6 aft bays. 18 rows, max 8 tiers on deck	16 fwd bays, 5 aft bays. 20 rows, max 8 tiers on deck
description	At 45.6m / 18 rows, the single screw design retains the beam of contemporary 9,500 TEU ships. The design is however two bays longer compared to most of these ships. At 364m, the proposed vessel is about as long as Maersk-Line's Gjertrud and her sisters, but one row of containers wider. The ships' draught is 14.50 m or possibly even 15.00m fully loaded. Accordingly, the ships will need to access some river ports (like Antwerp, Bremerhaven and Hamburg) under favourable tidal conditions, when loaded to maximum capacity. Engine spaces are located under the deckhouse and parts of bay number 17. According to our estimates, the ship's overall capacity is slightly less than that of the twin screw variant. While the difference is only about 400 TEU in terms of maximum intake, the gap widens to over 1,000 TEU at 14 t / TEU homogenous due to deadweight restrictions.	Opposed to Hyundai HI and Germanischer Lloyd's joint 13,500 TEU twin screw design presented last year, this 11,500 TEU vessel's deckhouse was retained in a conventional 3/4-aft position, since it will be able to maintain sightlines from this location. At 353m, the ship is relatively compact for a 11,500 TEU vessel. At 20 rows, her beam lies in between that of Mearsk Line's E-class ships and that of a typical 9,500 TEU ship. A strengthened cross-sectional bulkhead girder has been fitted aft of bay seven to reduce distortion of the ultra-wide hull. Above deck, bays seven and eight can stack 45' containers or oversized loads. Engine spaces are located under the deckhouse and parts of bay number 17. Contrary to very large single screw ships, the low draught of the twin-engine ships allows her to access any port that can accept today's 8,000-9,000 TEU ships.