

CA SHANGHAI – First of four container carriers for southeast Asia



Shipbuilder:.....**CSSC Huangpu Wenchong Shipbuilding Company Limited**
 Designer:.....**SDARI**
 Vessel's name:.....**CA Shanghai**
 Owner/Operator:.....**Asean Seas Line Co**
 Country:.....**China**
 Flag:.....**Liberia**
 Total number of sister ships already completed:.....**4**
 Total number of sister ships still on order:.....**0**
 Contract date:.....**June 2022**
 Delivery date:.....**April 2024**

CA Shanghai is the latest-generation container vessel for Yangon Port Limited, developed by Shanghai Merchant Ship Design and Research Institute (SDARI). This vessel, the first in a series of four newbuilds, will be mainly used for the transportation of container cargoes in southeast Asia.

The ship was designed and built as an oceangoing, single-screw, two-stroke diesel engine-driven and fully cellular gear-less container carrier, with a fully continuous upper deck. It also features SDARI's trademark S-bow, a transom stern and a semi balance rudder with rudder bulb, and is suitable for carrying 20ft/40ft/45ft dry cargo containers and reefer containers, as well as dangerous and hazardous cargoes.

SDARI says: "The size of the vessel can exactly fit Yangon Port, with a length less than 167m. Compared to a BKK 1,900teu container vessel, its length is 5m shorter; the lightweight is about 10% less; and its main engine is also smaller. Also, the maximum speed is lower, but the service speed can fulfil the requirement of the route in southeast Asia. Due to its shorter length, the vessel can access more ports."

CA Shanghai has four double-hull cargo holds, "used for side and bottom segregated

ballast tanks, one pair of which [serves] as anti-heeling tanks", says SDARI, adding: "The hull lines and forecastles were optimised to promote stability performance." The company says that, through a combination of large deadweight, low fuel consumption and the use of very low and ultra-low sulphur fuel oil, the vessel is compliant with EEDI phase 3 requirements.

TECHNICAL PARTICULARS

Length,oa.....166.95m
 Length, bp.....164m
 Breadth, moulded.....27.5m
 Depth, moulded.....14.5m
 Draught, design.....8.5m
 Service speed.....17knots

Main engine(s)
 Number of engines.....1
 Make.....MAN
 Model.....6S50ME-C9.7
 Output of engine.....7,580kW

Propeller(s)
 Number of propellers.....1
 Make.....Shanghai Marine Propeller Design Co., Ltd
 Diameter.....6.7m
 Material.....Ni-Al-Bronze Cu3
 Speed.....82.1rpm
 Fixed/Controllable pitch.....Fixed

Diesel-driven alternators
 Number.....3
 Engine make/type.....Yanmar 6EY22ALW
 Type of fuel.....HFO & MDO
 Alternator make/type.....Taiyo Electric
 Output/speed of each set.....980kW

Boilers
 Number.....1
 Type.....Composite boiler
 Make.....CSSC Jiujuang Boiler Co

Output, each boiler.....Oil-fired side, 1,300kg/h
 Exhaust gas side, 1,000kg/h

Bow thruster(s)
 Make.....Wuhan Kawasaki Marine Machinery Co
 Number.....1
 Output (each).....1,000kW

Deck machinery
 Cranes
 Number.....2
 Make.....Taizhou Jinchuan
 Performance.....4tonnes/4.7m

Onboard capacities
 Heavy oil.....1,000m³
 Water ballast.....9,400m³

Containers
 Lengths.....20'/40'/45'
 Heights.....8'6" / 9'6"
 Total TEU capacity.....1,673
 On deck.....1,069
 In holds.....604

Bridge equipment
 Radars.....2 x Furuno FAR-2328/ FAR-2338S-NXT
 Fire detection system.....Consilium
 Other systems.....Kongsberg AC600 bridge control system

Complement
 Number of crew.....8 officers + 12 crew + 6 Suez/repair crew
 Number of passengers.....0
 Number of cabins.....20

Classification society.....DNV
 Notations.....✱1A, Container ship, DG(P), COAT-PSPC(B), CMON, BIS, Recyclable, TMON(oil lubricated), SAFELASH, E0, BWM(T), LCS

