



CAPE AKRITAS: 11,000TEU containership

Shipbuilder: **Hanjin Heavy Industry & Construction Co., Ltd.**
Vessel's name: **Cape Akritas**
Hull No: **NCP0113**
Owner/Operator: **Costamare Inc.**
Country: **Greece**
Designer: **Hanjin Heavy Industry & Construction Co., Ltd.**
Country: **Republic of Korea**
Model test establishment used: **KRISO**
Flag: **Malta**
IMO number: **9706190**
Total number of sister ships already completed (excluding ship presented): **0**
Total number of sister ships still on order: **4**

CAPE AKRITAS is the first twin island type 11,000TEU container carrier to be built by HHIC-Phil, Subic. The vessel is powered by a MAN B&W 8G95ME-C9.5 main engine which produces SMCR of 42,310kW at 76.9rpm to give the vessel a service speed of 22knots at NCR with 15% sea margin on 13m draught.

The vessel's hull form, in compliance with the owner's operation profile, has superior propulsion efficiency with lower resistance with a rudder bulb as an additional energy saving device. Fatigue analysis complying with the RSD (25) notation was applied to the hull structure based on a 25 year operational life in a North Atlantic wave environment.

The vessel is 48.2m across the beam for the new expanded Panama Canal transit and 27.2m deep with a scantling draught of 16m. This makes it suitable for carrying 11,037TEU, including 1,400FEU of reefer containers. With the laden container having the homogeneous unit weight of 14MT/TEU, intake is 8,470TEU.

The accommodation is separate from the engine casing & funnel as per the twin island type and provides for 28 officers and crew including 6 Suez Canal crew.

TECHNICAL PARTICULARS

Length oa: 330m
Length bp: 316.4m
Breadth moulded: 48.2m
Depth moulded
To main deck: 27.2m
To upper deck: 27.2m
To other decks: 20.344m (to 2nd deck)
Width of double skin
Side: 2.37m
Bottom: 2.2m
Draught
Scantling: 16m (moulded)
Design: 13m (moulded)
Gross: 112,836tonnes (international)
Displacement: 170,123.6tonnes (at scantling draught)
Lightweight: 35,254.5tonnes
Deadweight
Design: 95,288.6tonnes
Scantling: 134,869.1tonnes
Block co-efficient (at scantling draught): 0.679
Speed, service (80% SMCR output): 22.16knots
Bunkers
Heavy oil: 7659.55m³
Marine Gas oil: 647.06m³
Water ballast: 30,823.23m³
Tankers - percentage segregated ballast: None
Containerships - water ballast in loaded condition (tonnes): 1067.1 ~ 28826.0

Daily fuel consumption
Main engine only: 163.99tonnes/day
Auxiliaries: 6.28tonnes/day (boiler)
..... 17.47tonnes/day (G/E)
Classification society and notations: GL +100A5,
CONTAINER SHIP, DG, +MC, AUT,
IW, BWM(D2), CM-PS, HLP, RSD(F25), EP, LC
% high-tensile steel used in construction: 75%
% aluminium used in hull/superstructure: None
Heel control equipment: No.5 SWBT
P&S (Heeling Adjust Tank)
Roll-stabilisation equipment: Bilge keel
Main engine(s)
Design: MAN Diesel Turbo
Model: 8G95ME C9.5
Manufacturer: Hyundai Heavy Industries
Number: 1 set
Type of fuel: HFO or MGO
Output of each engine: 42,310kW at 76.9rpm
Propeller(s)
Material: Nickel-aluminium-bronze
Designer/Manufacturer: HHIC-TMS / Hyundai Heavy Industries
Number: 1 set
Fixed/Controllable pitch: Fixed
Diameter: 9,700mm
Speed: 76.9rev/min
Special adaptations: None
Diesel-driven alternators
Number: 4 sets
Engine make/type: HYUNDAI HIMSEN 9H32/40,
8H32/40
Type of fuel: HFO or MGO
Output/speed of each set: 4,500kW at 720rpm /
4,000kW at 720rpm
Alternator make/type: NISHISHIBA/
530562A1A(4,320kW), 530562A2A(3,840kW)
Output/speed of each set: 4,320kW(2sets),
3,820kW(2sets)/720rpm

Boilers
Number: 2 sets
Type: Vertical Smoke Tube
Make: KANGRIM
Output, each boiler: EGB- 2,500kg/h, AUX.
BOILER- 3,500kg/h

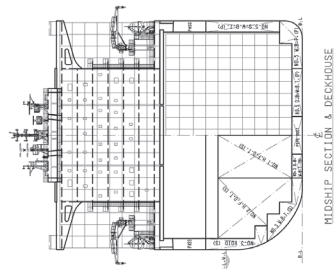
Other cranes
Number: 2 sets
Make: Oriental
Type: Electric-hydraulic driven,
cylinder luffing type jib crane
Tasks: Provision and engine parts handling crane
Performance: 4tonnes SWL

Other cranes
Number: 1 set
Make: Oriental
Type: Electric motor driven monorail type
Tasks: Provision and Engine Parts Handling Crane
Performance: 12.5tonnes SWL

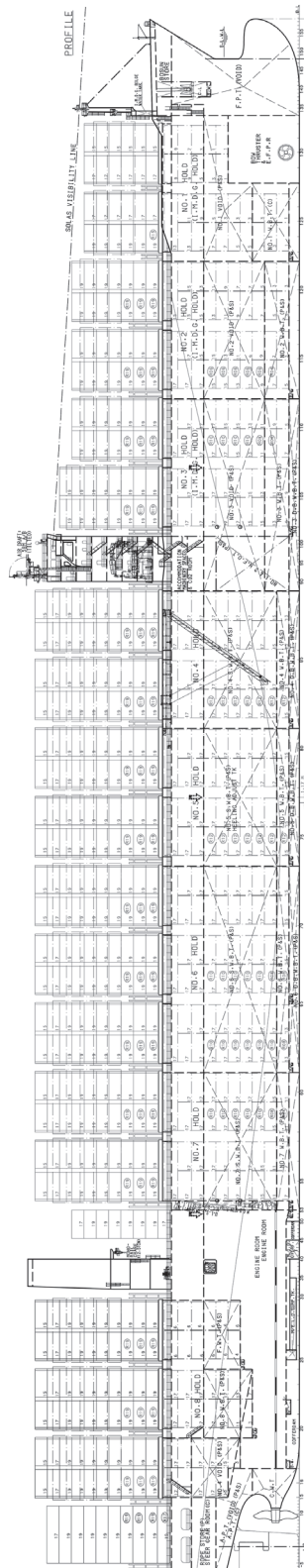
Mooring equipment
Number: 9 sets
Make: FLUTEK
Type (electric/hydraulic/steam): Electric motor
driven type

Special lifesaving equipment (eg MES, free-fall lifeboats)
Number of each and capacity: 2 x 30 Persons
Make: DSB Engineering Co., Ltd.
Type: Hinged gravity type

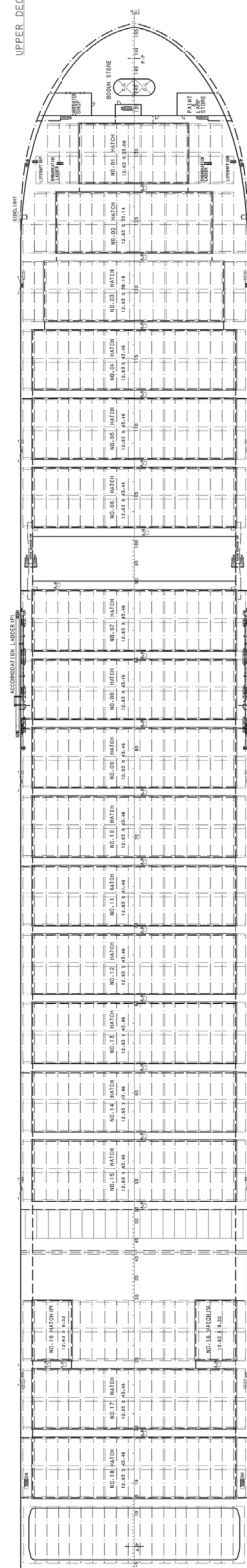
Hatch covers
Design: MacGregor
Manufacturer: Hanjin Heavy Industry
& Construction Co. Ltd.
Type (upper deck/other decks): Lift-away type
Containers
Lengths: 6,058mm (20ft), 12,192mm (40ft),
14,631(43ft), 16,154(54ft)
Heights: 2,591mm (20ft & 40ft) 2,908mm (48ft & 53ft)
Cell guides: Fixed Type (150 x 150 x 15mm angles)
Total TEU capacity: 11,037
On deck: 6,450
In holds: 4,587
Homogeneously loaded to 14tonnes: 8,437
Reefer plugs: 1,453FEU [948FEU(on deck) + 452FEU(in
cargo hold) + 53FEU(socket only)]
Tiers/rows (maximum)
On deck: 10/19
In holds: 10/17
Hold refrigeration system: None
Ballast control system
Make: Emerson
Type: Electro-hydraulic type
Water Ballast Treatment System
Make: ERMA FIRST
Capacity: 1,000m³/h
Complement
Officers: 13
Crew: 15
Suez/Repair Crew: 6
Single/double/other rooms: 24/4/1
Bow thruster(s)
Make: Kawasaki
Number: 1 set
Output (each): 3,000kW
Bridge control system
Make: HYUNDAI
Type: X
Is bridge fitted for one-man operation? No
Fire detection system
Make: Consilium
Type: Salwico Cargo
Fire extinguishing systems
Cargo holds: CO₂
Make/Type: NK /Fixed high pressure type
Engine room: CO₂
Make/Type: NK/ Fixed high pressure type
Radars
Number: 3
Make: JRC
Model(s): JMR-9282-S, JMR-9225-9X,
JMR-9210-6X
Integrated bridge system? Yes
Make: JRC
Model: JAN-9201
Waste disposal plant
Waste handled: Partially handled
Waste compactor
Make: Delitek
Model: DT-200MC
Sewage plant
Make: Hamworthy
Model: ST1AC
Contract date: 25 July 2013
Launch/float-out date: 9 October 2015
Delivery date: 20 September 2016



MIDSHIP SECTION & DECKHOUSE



UPPER DECK



TANK TOP

