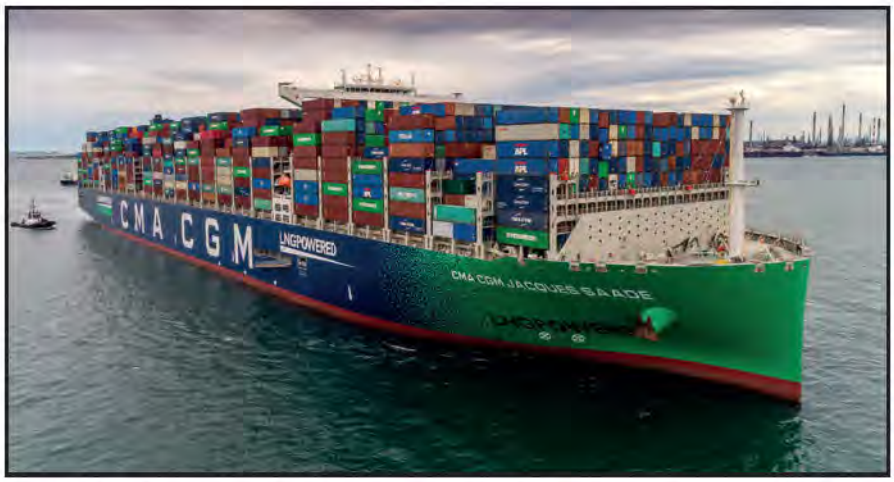

CMA CGM JACQUES SAADÉ – Container ship

Shipbuilder: **Hudong-Zhonghua Shipbuilding (Group) Co., Ltd**
Vessel's name: .....***CMA CGM Jacques Saadé***
Owner/Operator: .....**CMA CGM**
Country: .....**France**
Designer: .....**Marine Design and Research Institute of China (MARIC)**
Country: .....**China**
Model test establishment used: .....**Marine Research Institute Netherlands (MARIN)**
Flag: .....**France**
IMO number: **9839179**
Total number of sister ships already completed (excluding ship presented): **1**
Total number of sister ships still on order: **7**

Arguably the most talked about container ship since Maersk's Triple E design was unveiled in 2011, *CMA CGM Jacques Saadé* may be eclipsed in size eventually but will always be able to claim the title of the world's first LNG-powered ultra large container ship (ULCS). It is also presently the largest LNG-powered container ship in the world along with its sisters.

The ship is the first of nine sister vessels being built across two yards. Five at Hudong-Zhonghua Shipbuilding (Group) and four at Shanghai Jiangnan Changxing Shipbuilding. Including the lead ship, four (two from each shipyard) have been delivered at monthly intervals since September.

With its length a shade under 400m, beam of 61.3m and moulded depth of 33.5m, *CMA CGM Jacques Saadé* has a total capacity of 23,112TEU of which 13,328TEU are on deck and 9,784TEU under deck.

It is the choice of LNG as fuel that has been the main talking point of the vessel following its announcement. Other operators have also since opted for LNG, but the majority of similar newbuildings appear to have favoured HFO and scrubbers.

CMA CGM Jacques Saadé is powered by a single WinGD 12X92DF engine rated at 63,840kW and linked to a 10.1m diameter propeller rotating at 80rpm, granting a service speed of 21.97knots at 90% MCR. With its dual-fuel engine the vessel could also run on VLSFO or MDO, but the owner has specified a large 18,762m³ GTT Mark III tank for LNG, allowing the ship to complete a Far East – Europe round trip on one bunkering. By contrast, the HFO tank would only provide for 10 or 11 days of sailing.

TECHNICAL PARTICULARS

Length oa: 399.9m
Length bp: 393.9m
Breadth moulded: 61.3m
Depth moulded
to main deck: 33.5m
to upper deck: 33.5m
to other decks: ..... 22.915m to second deck
Width of double skin
side: 2.55m
bottom: 2.65m
Draught
scantling: 16m
design: 14.5m
Gross: 236,583gt
Displacement: ...288,355.3t at scantling draught
Lightweight: 67,104.7t
Deadweight
scantling: 221,250.6t
design: 189,260.5t

Block co-efficient: ...0.7262 at scantling draught
Speed, service: .... 21.97knots at 90% MCR and scantling draught
Cargo capacity (m^3)
Refrigerated storage: .....2,200 pcs electrical plugs for reefer containers
Bunkers (m^3)
Heavy oil: 2,541
LNG: 18,762
Diesel oil: 1,586
Water ballast (m^3): 56,602
Container ships – water ballast in loaded condition (tonnes): ..... 16,382t at heterogeneous loading and scantling draught at maximum geometric capacity
Daily fuel consumption (tonnes/day)
Main engine only: .....239.1t in fuel mode / 192t in gas mode
Auxiliaries: ..... 16.6t in fuel mode / 16.7t in gas mode
Classification society and notations: .....BV, I, Hull, Mach, Container Ship, DUAL FUEL Unrestricted Navigation, VERISTAR HULL FAT 25, Aut-UMS, Mon-shaft, In Water Survey, CPS (BWT), CLEANSHIP, GREENPASSPORT EU, Aut-Port, Lashing-WW, LI-HG-S2, ESA, +ALP, SDS
Heel control equipment: .....Anti heeling pump and tanks

Propulsion
Main engine(s)
Design: .....WinGD
Model: 12X92DF
Manufacturer: ..... CMD
Number: 1
Type of fuel: .....LNG, HFO, MDO
Output of each engine: ...63,840kW at 80rpm
Is this a diesel-electric or hybrid?: .....No
Propeller(s)
Material: .....Ni-Al-Bronze
Designer/Manufacturer: .....MMG
Number: 1
Fixed/Controllable pitch: .....Fixed
Diameter: 10.1m
Speed: 80rpm
Diesel-driven alternators
Number: 6
Engine make/type: .2 x Wärtsilä 9L34DF, 4 x Wärtsilä 8L34DF
Type of fuel: .....LNG, HFO, MDO
Alternator make/type: ...Hyundai Electric / 2 x HSJ9 911-10P, 4 x HSJ9 809-10P
Output/speed of each set: ...2 x 4,320kW, 4 x 3,840kW
Boilers
Number: .....1 auxiliary boiler, 1 exhaust gas boiler
Type: ..... Aalborg OL, Aalborg XS-2V
Make: .....Alfa Laval
Output, each boiler: .....AB: 14,650kg/h, EGB: 5,730 kg/h
Bow thruster(s)
Make: .....Kawasaki-KWJ KT-300B3
Number: 2
Output (each): .....430kN thrust
Other cranes
Number: ..... 2 provision cranes, 1 monorail crane, 2 engine room cranes
Make: .....Oriental
Type: .....2 x HPC 70-0410, 1 x SMC-150, 2 x CHD
Mooring equipment
Number: .....14 winches, 2 combined windlass/winches
Make: .....NOV-BLM
Type: .....Electric
Hatch covers
Design: ..... MacGregor
Manufacturer: ..... Built by shipyard
Type: .....Steel pontoon type on upper deck
Containers
Lengths: .....24 x 40' bays on deck
Heights: ..... 12 tiers on deck and 11 tiers in holds
Cell guides: ..... Cell guides in cargo holds
Total TEU capacity: 23,112TEU
On deck: 13,328TEU
In holds: 9,784TEU
Homogeneously loaded to 14tonnes: . 14,810TEU at scantling draught
Reefer plugs: 2,200
Tiers/rows (maximum)
On deck: 1,400
In holds: 800

Ballast control system
Make: ..... SAM electronics
Type: ..... Platinum
Ballast water treatment system
Make: ..... Bio UV
Capacity: .....Max flow rate IMO: 1,500m³/h Max flow rate USCG: 1,000m³/h
Complement
Officers: 9
Crew: .....Max. 20
Supernumaries/Spare: 4
Suez/Repair Crew: ..... 6 Suez crew + 1 Suez electrician
Single/double/other rooms: .....All crews with single cabins
Passengers
Total: .....6 passengers
Number of cabins: .....4 cabins
Navigation and other equipment
Bridge control system
Make: .....SAM Electronics
Type: ..... Platinum
Is bridge fitted for one-man operation? .....No
Integrated bridge system?: .....No
Radars
Number: 3
Make: .....Sperry Marine
Model(s): .....VisionMaster Net S-band, 2 x VisionMaster Net X-band
Fire detection system
Make: .....Consilium
Type: ..... Salwico Cargo
Fire extinguishing systems
Cargo holds: .....CO_2
Make/Type: ..... Seaplus
Engine room: .....CO_2, local water-based
Make/Type: ..... Seaplus / Survitec

Efficiency
Attained EEDI value: 6.035 g-CO_2/tonne-mile
Required EEDI value: 13.2 g-CO_2/tonne-mile
Installed Fuel Meters: .....Monitoring on fuel, lube oil and gas system

Contract date: .....19 September 2017
Launch/float-out date: .....06 October 2019
Delivery date: .....22 September 2020

CMA CGM JACQUES SAADÉ