



CMA CGM ARGENTINA: Container ship

Shipbuilder: **Hyundai Samho Heavy Industries Co., Ltd.**
Vessel's name: **CMA CGM Argentina**
Hull No: **S985**
Owner/Operator: **Eastern Pacific Shipping / CMA CGM**
Country: **Singapore**
Designer: .. **Hyundai Samho Heavy Industries**
Country: **Republic of Korea**
Model test establishment used: **Hyundai Maritime Research Institute**
Flag: **Malta**
IMO Number: **9839909**
Total number of sister ships already completed (excluding ship presented): **3 off**
Total number of sister ships still on order: .. **2 off**

TECHNICAL PARTICULARS

Length oa: 365.98m
Length bp: 350m
Breadth moulded: 51m
Depth moulded
to main deck: 29.85m
to upper deck: 29.85m
Width of double skin
side: 2.5m
bottom: 2.3m
Draught
scantling: 16m
design: 14.5m
Gross: 149,314gt
Displacement: 199,983t (at Scant.)
Lightweight: 42,907t
Deadweight
Design: 133,607t
scantling: 157,076t
Block co-efficient: 0.6818 (At Scant.)
Speed, service: 22knots at design draught at NCR with 15% S.M.
Bunkers (m³)
Heavy oil: 8,087.5
Diesel oil: 1,442.6
Water ballast (m³): 41,810.4
Daily fuel consumption (tonnes/day)
Main engine only: 163.6g/kWh + 5% at NCR
Classification society and notations: LR, +100A1, containership(SDA, FDA, FDASPR, WDA2, CM, ACS(B)), *IWS, LI, BoxMax(V, W, L), +LMC, UMS, BWTS, with descriptive notes ShipRight(BWMP(T), IHM, SCM), CSA, GR(A)
% high-tensile steel used in construction: ..68.84 %
Main engine(s)
Design:Hyundai-Man B&W
Model:11G90ME-C10.5-EGRTC
Manufacturer: HHI-EMD
Number: 1 off
Type of fuel : HFO/MDO
Output of each engine: . 46,360kW x 75.7rpm (two stroke, crosshead, turbocharged)
Propeller(s)
Material: Ni-Al-Bronze
Designer/Manufacturer: HHI-EMD
Number: 1 off
Fixed/Controllable pitch:Fixed
Diameter: 10m
Diesel-driven alternators
Number:5 sets
Engine make/type: 8H32/40, 7H32/40
Type of fuel :HFO
Output/speed of each set: Abt. 4,000kW @ 720rpm, Abt. 3,500kW @ 720rpm
Alternator make/type: HHI-EES/Parsons
Design IP54 Enclosure Brushless

Output/speed of each set: Abt. 3,840kW @ 720rpm, Abt. 3,360kW @ 720rpm
Exhaust-gas scrubbing equipment
Manufacturer: Wärtsilä Moss AS
Type: ..Open-loop EGC system Q-50x5SMW
On main engines?: Yes
On auxiliary engines?: Yes
Boilers
Number: 1 off
Type: ..Automatic, forced draught, heavy fuel oil burning, marine boiler
Make: Kangrim
Output, each boiler: 5,000kg/h x 1set
Other cranes
Number: 1 off
Make:Oriental Precision & Engineering Co., Ltd.
Type: Electric motor driven system
Tasks: Monorail crane
Performance: 12.5t x 7.0m/min
Other cranes
Number:2 set
Make: Dongnam Marine Crane Co., Ltd.
Type: Electric Motor Driven System
Tasks: Provision Crane
Performance: 3.0t x 10.0m/min
Mooring equipment
Number: 12 sets
Make: TTS Marine GMBH
Type:Electric
Hatch covers
Design:Non-tight, Pontoon non-sequential operation type
Manufacturer:SMS-SME
Type: Upper Deck
Containers
Lengths: 40ft container of 40'(L) x 8'(W) x 9'6"(H) ISO container
Heights: 40ft container of 40'(L) x 8'(W) x 9'6"(H) ISO container
Cell guides: 40ft container of 40'(L) x 8'(W) x 9'6"(H) ISO container
Total TEU capacity: 15,072TEU
On deck: 8,778TEU
In holds: 6,294TEU
Homogeneously loaded to 14t: Yes
Reefer plugs: 1,500 FEU reefer container socket on deck/hatch covers
Tiers/rows (maximum)
On deck: 11 Tiers/22 rows
In holds: 11 Tiers/21 rows
Ballast control system
Make: Emerson Process
Type: Hyd. operated and remotely controlled
Water ballast Treatment System
Make: Hyundai Heavy Industries
Capacity: Filter + electrolysis unit (2,000m³/h)
Complement
Officers:11 persons
Crew:20 persons
Bow thruster(s)
Make: KTE Co., Ltd.
Number: 1 off
Output (each): 3,000kW
Bridge control system
Make: HHI-EES
Fire detection system
Make: Autronica
Type: Analogue addressable optical smoke detector
Fire extinguishing systems
Cargo holds: ...High pressure CO₂, sea water
Make/Type: FAIN Co., Ltd.
Engine room: Water mist
Make/Type: NK Co., Ltd.
Radars
Number:2 sets
Make: JRC
Model(s) : S-Band (JMR-9282-S), X-Band (JMR-922S-6X)
Waste disposal plant
Incinerator
Make: Hyundai Marine Machinery Co., Ltd.
Model: MAXI 1500SL WS
Sewage plant
Make: Jonghap Machinery
Model: Biological type
Contract date: 28 September 2017
Launch/float-out date: 22 March 2019
Delivery date: 1 July 2019

As its name suggests, *CMA CGM Argentina* is operated on services run by the France-based container liner major. However, the ship delivered in July by Hyundai Samho was ordered and is managed by Singapore-based Eastern Pacific Shipping, a relative newcomer to container ship operation. The vessel is one of five sister ships ordered in 2017, although that number has since been increased. Many of the ships have been committed to service with CMA CGM.

CMA CGM Argentina is a 15,072TEU NeoPanamax container ship of 365.98m length and 51m beam, optimised for use with refrigerated cargoes by way of slots for 1,000FEU reefer boxes. Container distribution fully loaded is 8,778TEU on deck and 6,294TEU under deck when homogeneously loaded to 14tonnes.

The NeoPanamax is a size for container ships which is becoming increasingly popular over most of the major operators and some analysts believe it may eventually become the mainstay of the global container fleet. This is because they are easier to fill than the ultra large container ships that attract the most headlines, as well as their flexibility and greater range of ports.

The first five vessels ordered by Eastern Pacific are powered by MAN B&W 11G90ME-C10.5 main engines running on HSFO as the ships are fitted with a Wärtsilä scrubber system. The 46,360kW main engine drives a 10m diameter fixed pitch propeller at 76rpm to give a service speed of 22knots. Efficiency of the propulsion system is enhanced by a pre-swirl duct, fin and a full spade rudder with bulb.

NOx compliance is achieved by way of an exhaust gas recirculation system and SCR. Six vessels ordered later and due for delivery from 2021 onwards are to be fitted with dual-fuel variants of the main engines. In late December 2019, it was reported that a further 11 dual-fuel engined sisters were ordered.

