



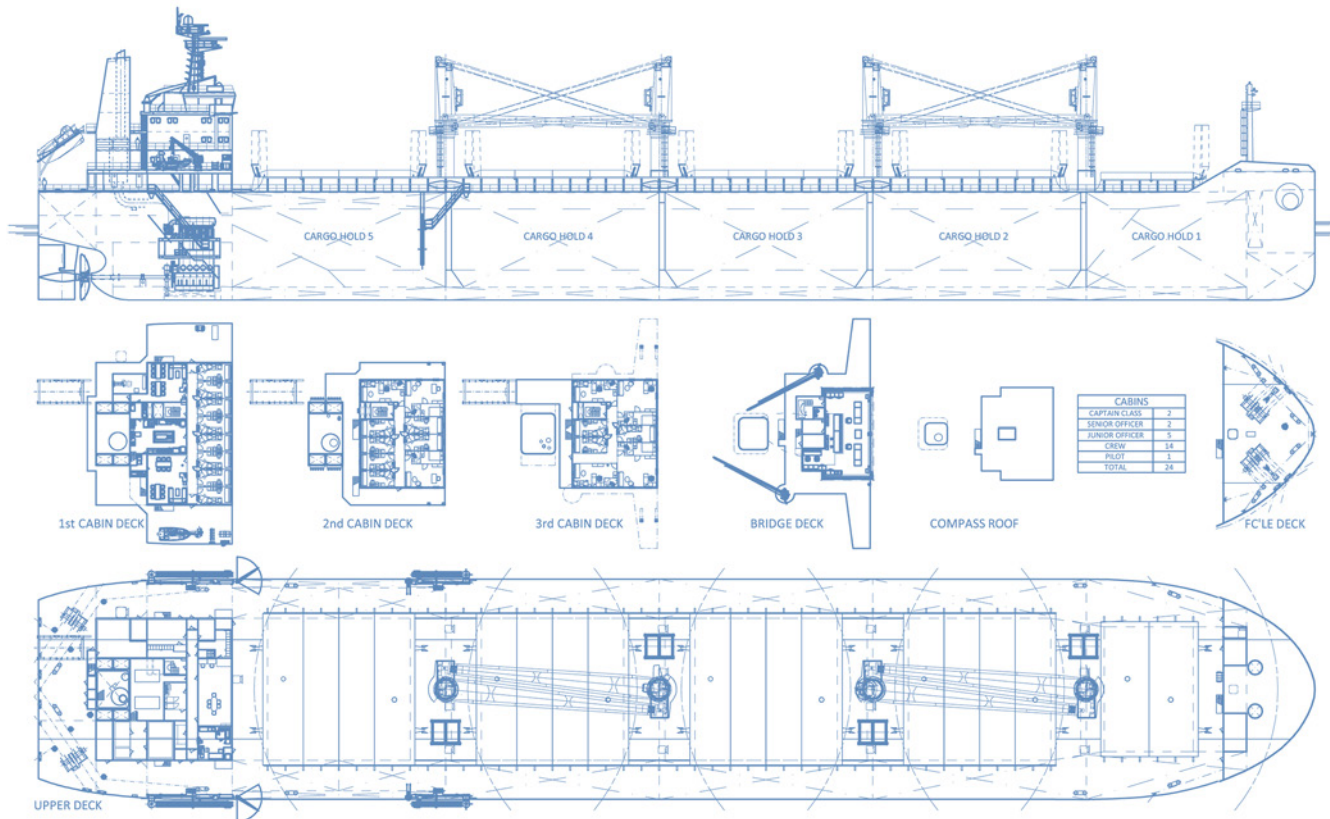
BLUETECH 40

40.000 DWT HANDYSIZE BULK CARRIER

EFFICIENT SHIP DESIGN
WHERE INNOVATION MEETS
EXPERIENCE

BLUETECH 40

40.000 DWT HANDYSIZE BULK CARRIER



DOUBLE HULL DESIGN WITH HOPPER TANKS
LOW FUEL CONSUMPTION, LARGE DEADWEIGHT AND HOLD VOLUME

CARGO

The vessel is suitable for carrying all IMSBC code group A and C cargoes and the following group B cargo classes: 4.1, 4.2, 5.1, 9 and MBH not requiring continuous mechanical ventilation.

Also general cargoes such as steel products including coils, forest products, grain, packaged freight and palletised cargo, bagged cement, bagged cargoes log, lumber and plywood can be carried.

EQUIPMENT FOR CARGO

- Lashing points on the upper deck and on top of the hatch cover
- Lashing points in all cargo holds
- Cargo hold mechanical ventilation
- Cargo hold CO₂ extinguishing system
- A60 insulated engine room forward bulkhead

OPTIONS

- Ice class 1C
- Continuous mechanical ventilation

MAIN DIMENSION

Length oa.	180.00 m
Length between pp.	176.70 m
Breadth	31.00 m
Design draft	9.50 m
Scantling draft	10.50 m
Depth at side	15.10 m

DEADWEIGHT

At design draft	35 000 tons
At scantling draft	40 300 tons

HOLD VOLUME & CAPACITIES

Total hold volume	appr. 53 000 m ³
HFO incl. day & settling tanks	1 250 m ³
MDO/MGO tanks	250 m ³
Ballast tanks	15 000 m ³
Accommodation capacity	24 persons + 6 Suez crew

PERMISSIBLE DECK LOADING

Tanks top holds 1–5	22 tons/m ²
2 tiers of 25.0 tons/coil (L=1.60 m, 3 dunnages)	
Hatch covers	2.2 tons/m ²
Upper deck	4.0 tons/m ²

CARGO CRANES

4 pcs electro hydraulic cranes, 30 tons SWL, 26 m reach

MAIN MACHINERY

Main engine	MAN 5G50ME
CMCR	6 000 kW
CSR	4 800 kW

SPEED & RANGE

Service speed at design draft*	14.0 knots
Range at service speed*	20.000 nm

MAIN ENGINE FUEL OIL CONSUMPTION

Design draft at 14 knots*	17.8 tons/day
Design draft at 12 knots*	10.7 tons/day
Scantling draft at 14 knots*	19.4 tons/day
Scantling draft at 12 knots*	11.6 tons/day

* Including 15% sea margin & SFOC at CSR 154.8 g/kWh.
ISO conditions with fuel LHV 42700 kJ/kg without engine tolerances, boiler or DG consumption, IMO TIER II compliant.