M/V DON PASQUALE

The PCTC (Pure Car Truck Carrier) m/v DON PASQUALE has a capacity of 7,194 cars or a combination of 3,700 cars and 600 trucks. DON PASQUALE is a sister ship to DON QUIJOTE and DON CARLOS. The ship is built to the highest class of Lloyd's Register of Shipping with the following designations: +100 A1 Vehicle Carrier, movable decks, deck No. 4, 6 and 8 strengthened for Roll on Roll off cargo + LMC, UMS and IWS.

TECHNICAL SPECIFICATIONS

Length over all	227.90 m
Beam, moulded	32.26 m
Air draft	47.92 m
Height to upperdeck	33.48 m
Draft, design/max	9.5/11.02 m
Deadweight at maximum draft	28,271 MT
Gross Tonnage	67,141 GT
Net Tonnage	28,379 NT
Stern ramp width	7.00 m
Stern ramp height	5.00 m
Stern ramp capacity	125 t
Number of car decks	13 (of which 3 are hoistable)
Capacity deck area	63,106 m^2

Capacity of car units*	7,194
Capacity of cars/trucks	3,700/600
Engine	KHIC MAN B&W 8S 60MC 14.7 MW
Complement	30
Built	1997, Daewoo Heavy Industry Ltd, Okpo, Korea
Elongated	March 2007 at Hyundai Vinashin Shipyard, Vietnam
Call sign	9V9826
IMO Number	9138513
Flag	SNG
Owner	Wallenius Lines Singapore
Operator	Eukor Car Carriers

* RT 43 units (one RT43 unit = 7.40 m^2)

WALLENIUS OW LINES

Deck and Ramp system

Heavy cargo units are loaded on the strengthened 4th, 6th and 8th decks. Deck No. 5, 7, 9 are divided into liftable sectionsallowing a variable cargo misx. These deck sections are hoisted and lowered by means of mobile lift-cars.

The 6th deck is the normal entrance deck, but the 7th may also be used for the outside midship ramp if the height of the quay requires it.

The two loading ramps are located on the starboard side. The stern quarter ramp is arranged at a 27 degree angle to the center line to enable loading/discharging of long vehicles. The midship ramp is arranged at a 90 degree angle to the centre line.

Anchoring/Winches

The deck machinery consists of two combined anchor/ mooring winches and six conventional mooring winches, two of which are placed on the forecastle and four on the poop deck. There is a provision crane on upper deck with a capacity of five tons for bringing supplies and spare parts.

Cargo Ventilation

Fans are distributed along the vessel on upper deck providing good ventilation during loading/discharging. In the main holds the air volume can be changed at least 20 times per hour.

Machinery

The main engine is an KHIC B&W, type 8S60MC marine diesel with constant pressure supercharging and a maximum output of 20,000 BHP at 101.3 RPM. The engine is directly reversible and attached to a fixed propeller with remote control from the bridge or engine control room.

For the electrical power supply there are two Wärtsilä diesel engines, type 4R32, each attached to a 3 x 440 V, 60 Hz, 1,400 kW AC-generator installed in a separate room and a shaft generator with a capacity of 950 kW.

Power to the new second bowthruster is delivered by one Volvo Penta Genset D34 MS, 3 x 440 V, 60 Hz, 728 kW AC-generator installed in a separate room next to funnel on deck 14.

There is an emergency diesel generator with a capacity of 165 kW. The machinery meets the requirements for Unattended Machinery Space (UMS).

Navigational Equipment/Bridge

The Bridge is totally enclosed and air-conditioned. The equipment fullfills the requirement for "Sole Look Out" at sea and it is also designed for Pilot/Co-pilot system of working in high traffic areas.

The Navigation System is mainly integrated by means of an INC installation. INC is of the Finnish ASPO "ANTS" (Automated Navigation and Track keeping System) type. The radar equipment has anti-collision computers (ARPA'S) with free selection of picture, synthetical chart picture etc.

The vessel has an ASPO/Wallenius electronic sea chart-system (EC) which gives a range of options to steer the vessel, including among others an automatic one.

To calculate the vessel's position there are two DGPS-navigators and when in coastal waters, there is a "fixed radar target"positioning system.

The radio equipment is delivered by Standard Radio of Sweden and the radio station has been fitted with satellite communication (B+C), Maritex, GSM etc and is fulfilling the Global Maritime Distress and Safety Systems rules (GMDSS).

The vessel is equipped with a highly effective Schilling "Mono-Vec" rudder to assist in controlling the lateral movements of the stern. The lateral control of the bow is controlled by two bowthrusters of 1,500 kW and 700 kW with a combined thrust of 34 tonnes.

Interior

All accommodation areas are located on upper deck and bridge deck, far away from the engine room and have the same high quality and mainly the same design as the company's other PCTC vessels. The ship also has a messroom, TV-room/ library, gymnasium, outdoor swimming pool and a sauna.

There is a cabin with its own entrance from the bridge deck for the Canal staff and service personnel. Tally-men have their own office on the entrance deck (deck 6).

Safety arrangements

For fire extinguishing, the cargo holds, engine room and interior have a permanent installed water fire post system and portable fire extinguishers. Cargo holds and engine room also have CO_2-equipment of "total flooding type".

The vessel has a free-falling life boat capable of carrying 30 passengers and a MOB-boat (Man Over Board). In addition to this there are four life rafts with a carrying capacity of 16 passengers each. Each crew member has his/her own survival-suit.

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