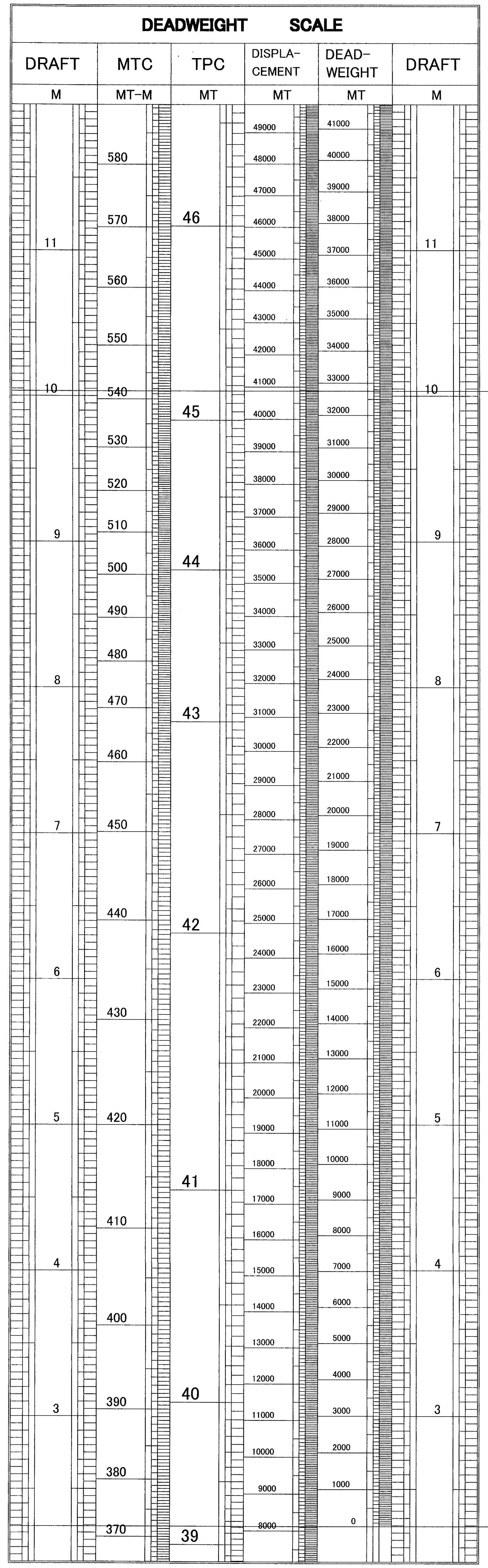
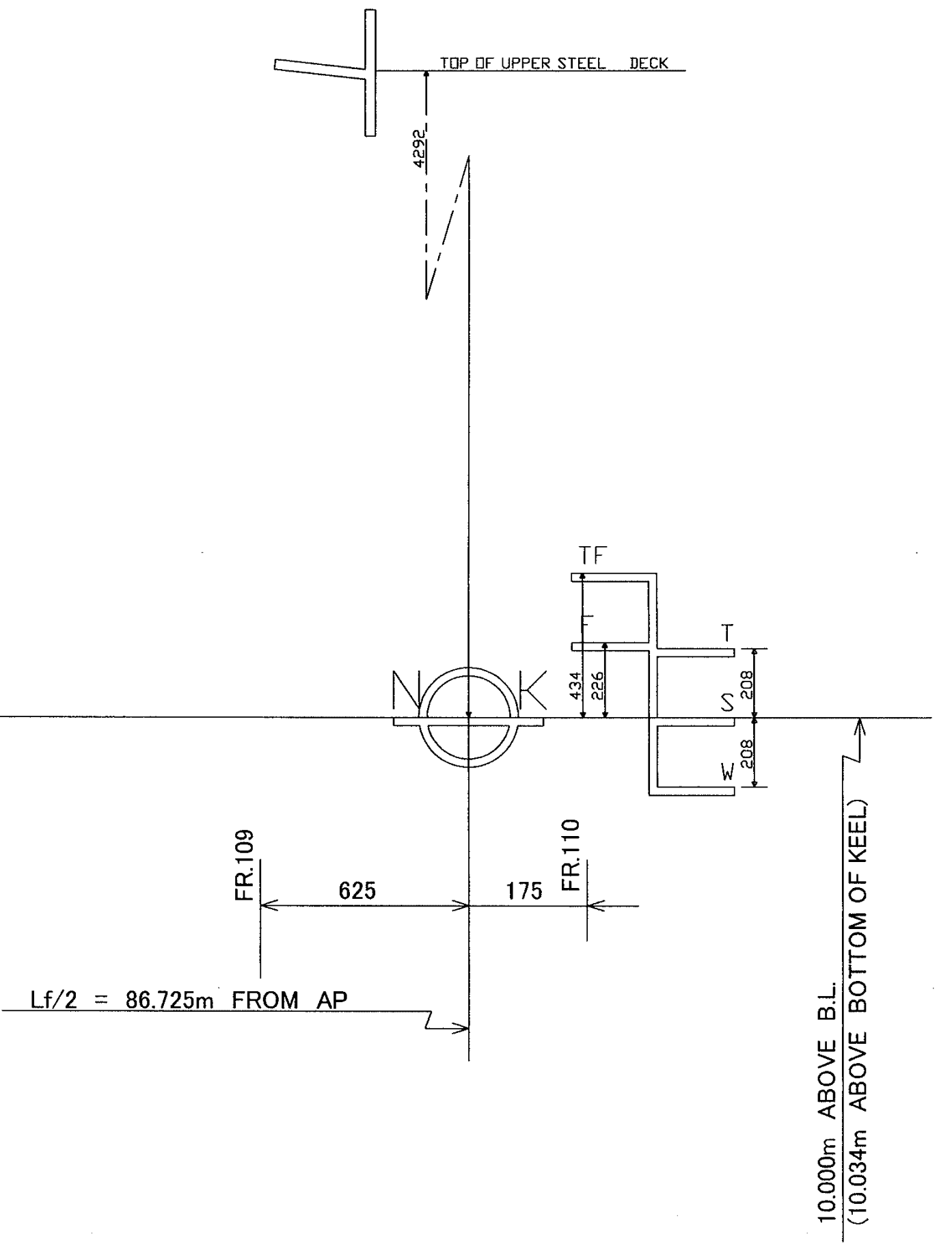
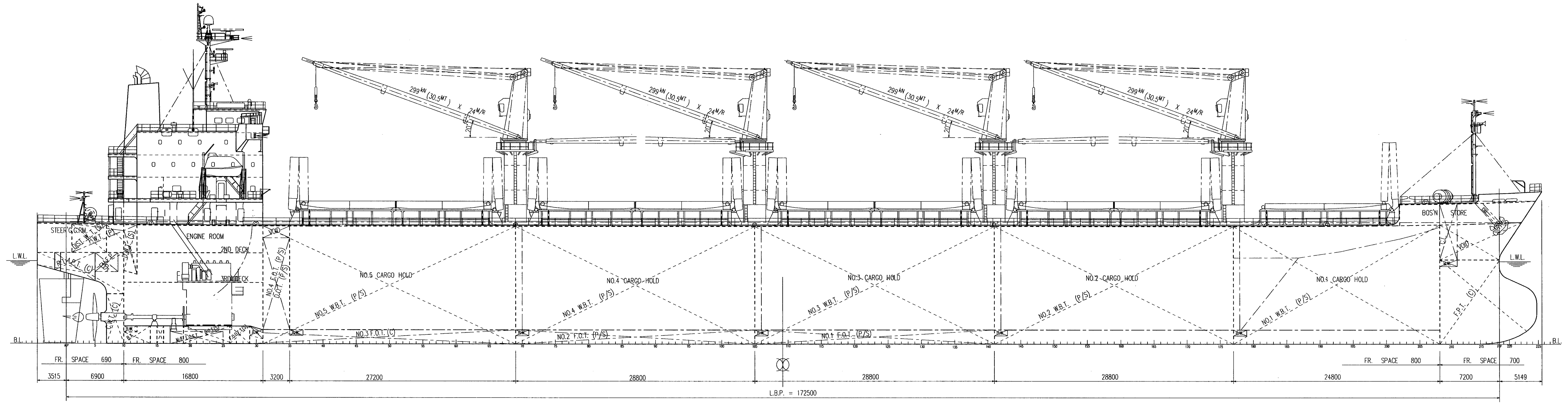
BIBLIOGRAPHY

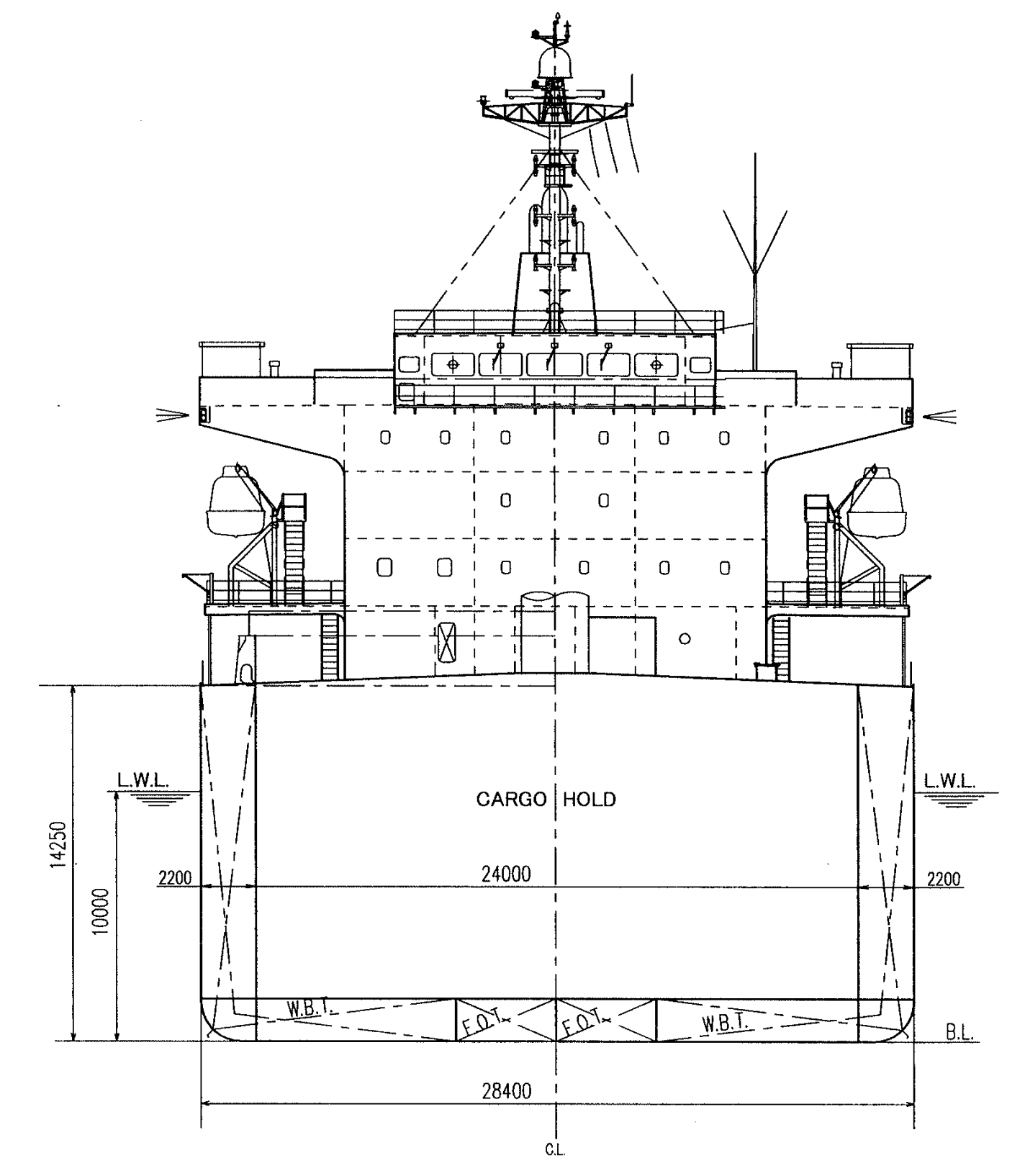
# CAPACITY PLAN M/V ANSAC AMITY

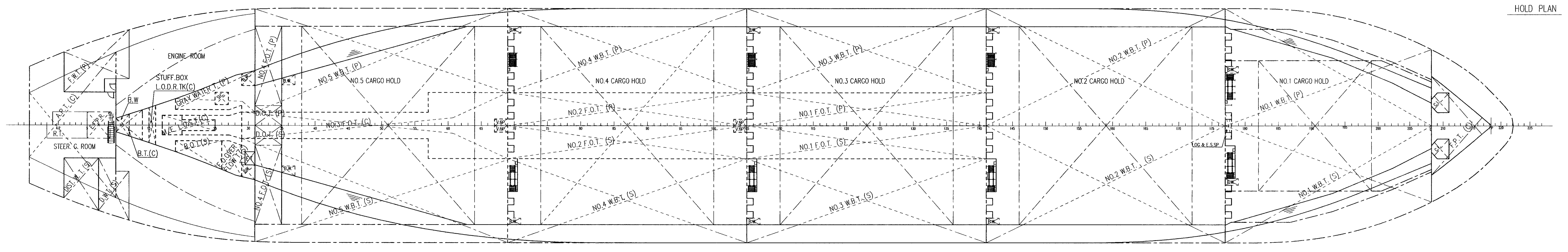




| | | |
|---|---|---|
| SUMMER DRAFT | 10.034 | M |
| DISPLACEMENT | 40874 | MT |
| DEADWEIGHT | 32752 | MT |







## PRINCIPAL PARTICULARS

| | | |
|---|---|---|
| LENGTH | (O.A.) | 181.16 M |
| LENGTH | (B.P.) | 172.50 M |
| BREADTH | (MLD) | 28.40 M |
| DEPTH | (MLD) | 14.25 M |
| SUMMER DRAFT | (EXT.) | 10.034 M |
| | | |
| GROSS TONNAGE | | 20,992 |
| DEADWEIGHT(SUMMER DRAFT 10.00 M) | | 32,752 MT |
| MAIN ENGINE MITSUBISHI-KOBE DIESEL, 6UEC45LSE-1 X 1 SET | | |
| M.C.O. 6,000kW X 114 $min^{-1}$ | | |
| C.S.O. 5,100kW X ABOUT 108 $min^{-1}$ | | |
| SERVICE SPEED | | |
| (AT SUMMER DRAFT = 10.00 M, C.S.O., 15% SM) | | APPROX. 14.15 KNOTS |
| COMPLEMENT | | 25 P |
| HOLD CAPACITY : | GRAIN | 43,488 $M^3$ |
| | BALE | 41,964 $M^3$ |
| CLASSIFICATION : NK, NS*(BCM, BC-XII, GRAB,<br>EQC DG,PSPC-WBT)(BWTS)<br>MNS* | | |

ORDINARY

| ITEM / LOAD LINE | FREEBOARD (M) | DRAFT(EXT.) (M) | MT DISP. | MT D/W | LT DISP. | LT D/W |
|---|---|---|---|---|---|---|
| SUMMER | 4.292 | 10.034 | 40,874 | 32,752 | 40,228 | 32,235 |
| WINTER | 4.500 | 9.826 | 39,936 | 31,814 | 39,305 | 31,312 |
| TROPICAL | 4.084 | 10.242 | 41,815 | 33,693 | 41,155 | 33,161 |
| FRESH WATER | 4.066 | 10.260 | 40,875 | 32,753 | 40,229 | 32,236 |
| TROPICAL FRESH WATER | 3.858 | 10.468 | 41,797 | 33,675 | 41,137 | 33,143 |

UNIT

1 L.T. = 1.016047 M.T.

1 CUB.FT. = 0.028317 CUB.M.

| | | |
|---|---|---|
| LIGHT DRAFT | 2.244 | M |
| DISPLACEMENT | 8122 | MT |

WATER BALLAST TANKS S.G.=1.025

| TANK NAME | LOCATION FR.NO. | LOCATION SIDE | CAPACITY (100%) $M^3$ | CAPACITY (100%) M.T. | CENTER OF GRAV.(M) ⊗.G. | CENTER OF GRAV.(M) K.G. | MAX.MOMENT OF INERTIA IT($M^4$) |
|---|---|---|---|---|---|---|---|
| F.P.T. | 208~F.E. | C | 523.76 | 536.85 | -82.67 | 5.08 | 346 |
| NO.1 W.B.T. | 177~208 | P | 1148.13 | 1176.83 | -65.43 | 6.88 | 2227 |
| | 177~208 | S | 1148.13 | 1176.83 | -65.43 | 6.88 | 2227 |
| NO.2 W.B.T. | 141~177 | P | 1415.86 | 1451.26 | -39.65 | 4.79 | 6503 |
| | 141~177 | S | 1415.86 | 1451.26 | -39.65 | 4.79 | 6503 |
| NO.3 W.B.T. | 105~141 | P | 1254.76 | 1286.13 | -11.06 | 5.31 | 2541 |
| | 105~141 | S | 1254.76 | 1286.13 | -11.06 | 5.31 | 2541 |
| NO.4 W.B.T. | 69~105 | P | 1248.14 | 1279.34 | 17.68 | 5.33 | 2497 |
| | 69~105 | S | 1248.14 | 1279.34 | 17.68 | 5.33 | 2497 |
| NO.5 W.B.T. | 31~69 | P | 1179.65 | 1209.14 | 46.83 | 5.73 | 2283 |
| | 29~69 | S | 1187.34 | 1217.02 | 46.95 | 5.70 | 2355 |
| A.P.T. | A.E.~10 | C | 189.86 | 194.61 | 82.88 | 9.75 | 2061 |
| TOTAL | | | 13214.39 | 13544.74 | | | |

FRESH WATER TANKS S.G.=1.000

| TANK NAME | LOCATION FR.NO. | LOCATION SIDE | CAPACITY (100%) $M^3$ | CAPACITY (100%) M.T. | CENTER OF GRAV.(M) ⊗.G. | CENTER OF GRAV.(M) K.G. | MAX.MOMENT OF INERTIA IT($M^4$) |
|---|---|---|---|---|---|---|---|
| F.W.T. | 1~12 | P | 131.09 | 131.09 | 81.37 | 12.75 | 141 |
| D.W.T. | 7~12 | S | 74.79 | 74.79 | 79.52 | 12.58 | 83 |
| DIST.W.T. | 1~7 | S | 64.11 | 64.11 | 83.36 | 12.95 | 63 |
| TOTAL | | | 269.99 | 269.99 | | | |

FUEL OIL TANKS ("C"OIL) S.G.=0.980

| TANK NAME | LOCATION FR.NO. | LOCATION SIDE | CAPACITY $M^3$ (100%FULL) | CAPACITY $M^3$ (96%FULL) | CAPACITY M.T. (96%FULL) | CENTER OF GRAV.(M) ⊗.G. | CENTER OF GRAV.(M) K.G. | MAX.MOMENT OF INERTIA IT($M^4$) |
|---|---|---|---|---|---|---|---|---|
| NO.1 F.O.T. | 105~141 | P | 191.59 | 183.93 | 180.25 | -11.07 | 0.85 | 154 |
| | 105~141 | S | 191.59 | 183.93 | 180.25 | -11.07 | 0.85 | 154 |
| NO.2 F.O.T. | 69~105 | P | 189.42 | 181.84 | 178.20 | 17.88 | 0.85 | 150 |
| | 69~105 | S | 189.42 | 181.84 | 178.20 | 17.88 | 0.85 | 150 |
| NO.3 F.O.T. | 29~69 | C | 246.60 | 236.74 | 232.00 | 44.96 | 0.85 | 470 |
| NO.4 F.O.T. | 31~35 | P | 247.01 | 237.13 | 232.39 | 60.92 | 8.27 | 236 |
| | 31~35 | S | 247.01 | 237.13 | 232.39 | 60.92 | 8.27 | 236 |
| TOTAL | | | 1502.64 | 1442.53 | 1413.68 | | | |

* The figures of center of gravity ( ⊗.G. and K. G. ) show corresponding to 100% full capacity.

FUEL OIL TANK ("A"OIL) S.G.=0.900

| TANK NAME | LOCATION FR.NO. | LOCATION SIDE | CAPACITY $M^3$ (100%FULL) | CAPACITY $M^3$ (96%FULL) | CAPACITY M.T. (96%FULL) | CENTER OF GRAV.(M) ⊗.G. | CENTER OF GRAV.(M) K.G. | MAX.MOMENT OF INERTIA IT($M^4$) |
|---|---|---|---|---|---|---|---|---|
| D.O.T. | 31~35 | P | 84.46 | 81.08 | 72.97 | 60.95 | 7.27 | 4 |
| D.O.T. | 31~35 | S | 84.46 | 81.08 | 72.97 | 60.95 | 7.27 | 4 |
| TOTAL | | | 168.92 | 162.16 | 145.94 | | | |

* The figures of center of gravity ( ⊗.G. and K. G. ) show corresponding to 100% full capacity.

LUBRICATING OIL TANK S.G.=0.900

| TANK NAME | LOCATION FR.NO. | LOCATION SIDE | CAPACITY $M^3$ (100%FULL) | CAPACITY $M^3$ (96%FULL) | CAPACITY M.T. (96%FULL) | CENTER OF GRAV.(M) ⊗.G. | CENTER OF GRAV.(M) K.G. | MAX.MOMENT OF INERTIA IT($M^4$) |
|---|---|---|---|---|---|---|---|---|
| M/E L.O.S.T. | 17~25 | C | 15.11 | 14.51 | 13.06 | 71.00 | 0.73 | 3 |

* The figures of center of gravity ( ⊗.G. and K. G. ) show corresponding to 100% full capacity.

CARGO HOLDS

| HOLD NAME | LOCATION FR.NO. | BALE CAPACITY (100%) VOLUME $M^3$ | BALE CAPACITY (100%) VOLUME $FT^3$ | CENTER OF GRAV.(M) ⊗.G. | CENTER OF GRAV.(M) K.G. |
|---|---|---|---|---|---|
| NO.1 C.HOLD | 178~208 | 5495 | 194056 | -65.44 | 8.51 |
| NO.2 C.HOLD | 142~177 | 9267 | 327256 | -40.20 | 8.72 |
| NO.3 C.HOLD | 106~141 | 9267 | 327256 | -11.40 | 8.72 |
| NO.4 C.HOLD | 70~105 | 9267 | 327256 | 17.40 | 8.72 |
| NO.5 C.HOLD | 35~69 | 8668 | 306100 | 45.52 | 8.96 |
| TOTAL | | 41964 | 1481924 | | |

| HOLD NAME | LOCATION FR.NO. | GRAIN CAPACITY (100%) VOLUME $M^3$ | GRAIN CAPACITY (100%) VOLUME $FT^3$ | CENTER OF GRAV.(M) ⊗.G. | CENTER OF GRAV.(M) K.G. |
|---|---|---|---|---|---|
| NO.1 C.HOLD | 177~208 | 5709 | 201595 | -65.29 | 8.60 |
| NO.2 C.HOLD | 141~177 | 9621 | 339759 | -40.20 | 8.77 |
| NO.3 C.HOLD | 105~141 | 9631 | 340111 | -11.42 | 8.78 |
| NO.4 C.HOLD | 69~105 | 9631 | 340111 | 17.39 | 8.78 |
| NO.5 C.HOLD | 35~69 | 8896 | 314172 | 45.31 | 9.01 |
| TOTAL | | 43488 | 1535747 | | |

OTHER TANKS

| TANK NAME | LOCATION FR.NO. | LOCATION SIDE | CAPACITY (100%) $M^3$ | CAPACITY (100%) M.T. | CENTER OF GRAV.(M) ⊗.G. | CENTER OF GRAV.(M) K.G. | MAX.MOMENT OF INERTIA IT($M^4$) |
|---|---|---|---|---|---|---|---|
| B.O.T. | 19~26 | S | 16.30 | 16.30 | 68.80 | 1.36 | 8 |
| B.T. | 10~14 | C | 11.04 | 11.04 | 77.35 | 1.10 | 4 |
| F.O.OVER FLOW T. | 26~29 | S | 12.64 | 12.64 | 65.33 | 1.29 | 11 |
| STUFF BOX DRAIN T. | 15~16 | C | 5.64 | 5.64 | 74.94 | 1.22 | 6 |
| GRAY WATER T. | 19~31 | P | 33.61 | 33.61 | 66.36 | 1.27 | 24 |
| C.W.T. | 7~10 | C | 9.70 | 9.70 | 80.06 | 3.24 | 1 |

IMO 9623116 FINISHED PLAN

| | | |
|---|---|---|
| SHIP NAME | ANSAC AMITY | |
| SHIP No. | 536 | CLASSIFICATION<br>NK |

D.W. 32,600 MT TYPE OPEN HATCH CARGO SHIP

## CAPACITY PLAN

KANDA
SHIPBUILDING CO.,LTD.
DESIGN DEPARTMENT
KURE JAPAN

| | | | |
|---|---|---|---|
| MANAGER | H. nakamura | SCALE | 1/300 |
| DEPUTY MANAGER | Y.M. T.T. | DATE ISSUED | JUN. 13. 2013 |
| CHIEF | | | |
| DEPUTY CHIEF | | | |
| IN CHARGE | | DATE DRAWN | 31 May 2013 |
| DRAWN BY | Y. Mano | DRAWING No. | K-8 |

| 配布先 | 船主 | 本船 | 船級 | 営業 | 資材 | 検査 | 船殻 | ギ装 | 修繕 | 基設 | 殻設 | 船設 | 機電設 | メーカ | 控 | 計 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|