



# Ship of the year: Ital Mattina

This example of the largest of the four standard design containerships which HMD has in its portfolio, is another vessel built for German owners who specialise in the provision of tonnage for the liner charter trades, this time for the Italian Conti Lines Group.

Of single-deck configuration with fore castle and sunken mooring deck aft, Ital Mattina has its machinery space in the three-quarter aft position, with a narrow, nine -tier superstructure above.

Six of the seven cargo holds are forward of this position and one, restricted by the ship's shape, aft. The hull is double skinned with provision at the top of the side space, under the deck, for fore and aft passageways. Below these are water ballast tanks, with No. 3 tanks P&S used for anti -heeling purposes. All ballast tanks have separate filling arrangements to suit ballast exchange.

Total container capacity is 4,363 teu, with 2,573 carried on deck and 1,610 in the holds. In this maximum condition, seven tiers x 13 rows can be stowed on deck and 7/11 in the holds. Homogeneously loaded to 14 tonnes, total intake is 2,819 teu. Connections for refrigerated containers are available on deck and in holds 3, 4, 5 and 6 for 400 teu plus 200 feu, and arrangements are made in the holds for two tiers of 40ft x 9ft 6in containers to be carried.

All holds except No. 7 can accommodate dangerous cargoes of classes 1 (1 and 2 holds only) 1.4S/2/3/4/5.1/6.1/8 and 9 of Chapter II -2, Reg. 19 of SOLAS 2000 Amendment. Local strength of the tank top in the holds, and of the fixed cell guide structures, is suitable for container loadings of 24 tonnes/teu (six tiers) and 30 tonnes/feu (seven tiers).

Hatch covers are of the MacGregor lift -off pontoon type, totalling 40 individual panels with a permissible stack loading of 90 tonnes/teu and 120 tonnes/feu. When loaded with 2,819 teu, each containing 14 tonnes in accordance with IMO rules, Ital Mattina also carries about 11,000 tonnes of water ballast.

The main engine has been supplied by the nearby Hyundai Heavy Industries plant and is of the MAN B&W 8K90MC -C design, developing 36,560kW MCR at 104rev/min. At 90 per cent of this output and allowing a 15 per cent sea margin whilst running in a calm and deep sea, speed is around 23.9 knots. Electrical requirements are served by four alternators, two driven by Hyundai -built MAN 8L27/38 diesel engines, and two by 6L27/38 units. One pair generates 2,400kW each and the other 1,800kW each. An Aalborg composite boiler supplies steam, and the bow thruster is of Kawasaki make and has an output of 1,500kW.



Ital Mattina – a Hyundai Mipo - built 4,300 teu containership.

## Ital Mattina

Shipbuilder:	Hyundai Mipo Dockyard Co. Ltd. (HMD), Korea
Vessel's name:	Ital Mattina
Hull number:	0408
IMO number:	9315915
Owner/operator:	E. R. Schifffahrt GmbH & Co., Germany
Designer:	Hyundai Mipo Dockyard Co. Ltd, Korea
Flag:	Liberia
Total number of sister ships already completed:	1
Total number of sister ships still on order:	3
<b>TECHNICAL PARTICULARS</b>	
Length, oa	264.21m
Length, bp	249.00m
Breadth, moulded	32.20m
Depth, moulded	19.50m
Width of double skin	
- side	2.00m
- bottom	1.70m
Draught	
- design	11.30m
- scantling	12.75m
Gross	42,020gt
Displacement	70,950tonnes
Deadweight	
- design	43,500dwt
- scantling	53,600dwt
Speed service, 90 per cent MCR, 15 per cent sea margin	23.90knots
Bunkers	
- heavy oil	5,000m3
- diesel oil	410m3
Water ballast	13,200m3
Water ballast carried in container loaded condition	11,000m3
Fuel consumption main engine only	approx. 133 tonnes/day
Classification	Det Norske Veritas @1A1, Container Carrier, Nauticus (NB) E0, DG-P, BIS, Naut -OC, 8WM-E (d)
Percentage of high tensile steel used in construction	approx. 40 per cent
Heel control equipment	Framo
Main engine	
- design	MAN B&W
- model	8K90MC -C
- manufacturer	Hyundai Heavy Industries
- number	1

- type of fuel used	HFO
- output/speed	36,560kW/104rev/min
Propeller	
- material	Nickel -aluminium -bronze
- design/manufacturere	Hyundai Heavy Industries
- number	1
- pitch	Fixed
- diameter	7,700mm
- speed	104rev/min
Diesel -driven alternators	
- number	4
- engine make	Hyundai -MAN
- type	2 x 8L27/38 2 x 6L27/38
- type of fuel used	HFO
- output/speed	2 x 2,400kW/2 x 1,800kW
Boilers	
- number/type	1 x composite
- make	Aalborg
- output	3,000kg/h (oil): 2,500kg/h (exhaust gas)
Hatch covers	
- design/manufacturere	MacGregor
- type	Lift-off pontoons
Containers	
- lengths	TEU/FEU
- heights	8ft 6in, 9ft 6in
- total TEU capacity	4,363
- on decks	2,753
- in holds	1,610
- homogeneously loaded to 1400 tonnes	2819
Reefer plugs	400TEU + 200FEU
Tiers/rows (maximum)	
- on deck	7/13
- in holds	7/11
Ballast control system	
- make	Damcos
- type	Hydraulic remote
Complement	
- officers	18
- crew	16
- suez/repair crew	6
Bow thrusters	
- make	Kawasaki
- number	1
- output	1,500kW
Bridge control system	
- make	Hyundai
- one man operation	Yes
Fire detection system	Consilium
Fire extinguishing systems	
- cargo holds	NK/high pressure CO2
- engine room	Novenco/water mist, NK/high pressure CO2
Radars	
- number/type	1 x S-band, 1 x X-band
- make	SAM Electronics
- models	GR3021: GR3004G150
Integrated bridge system	No
Waste disposal system	
- incinerator make/model	KangRim/KFB -50
- sewage plant make/model	DVZ/DVZ -SKA -30
Contract date	30 August 2004
Launch/float-out date	10 May 2007
Delivery date	28 June 2007

Source: NAVAL ARCHITECT - Significant Ships of 2007

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