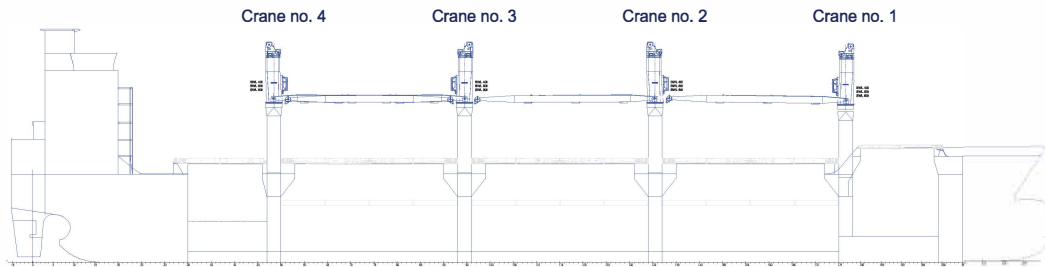


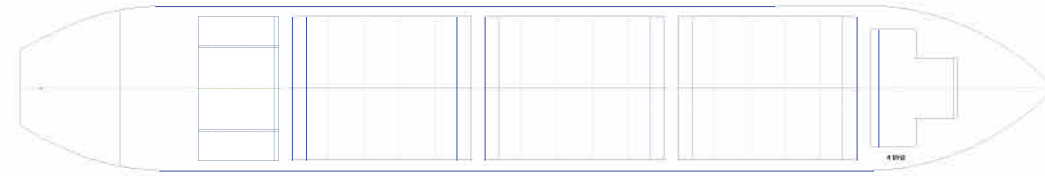
# W-CLASS VESSELS

## SIDE VIEW



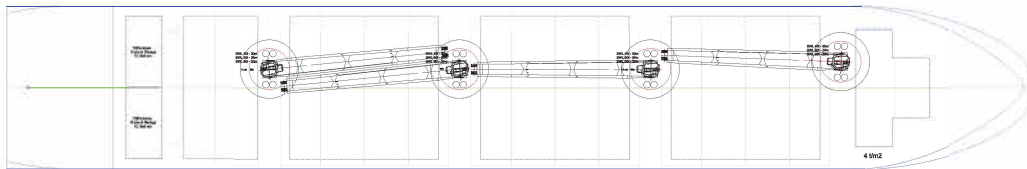
## TWEENDECK

Intake is always subject to vessel's stability, trim, permissible weights and is subject to regulations of visibility. Lifting capacity of vessel's cranes is subject to vessel's stability and can depend on cargo/ballast on board. Container data as well as bale capacity assumes tweendeck ashore. The figures given herewith are for "reference" only and they must not be used as basis for Charter Parties or other contracts without AAL's explicit written authority. For more information on individual vessels within the AAL fleet, please [chartering@aalshipping.com](mailto:chartering@aalshipping.com).

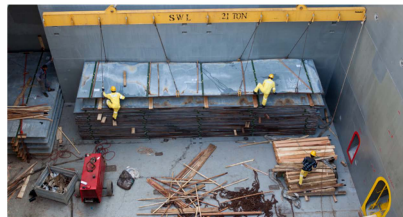
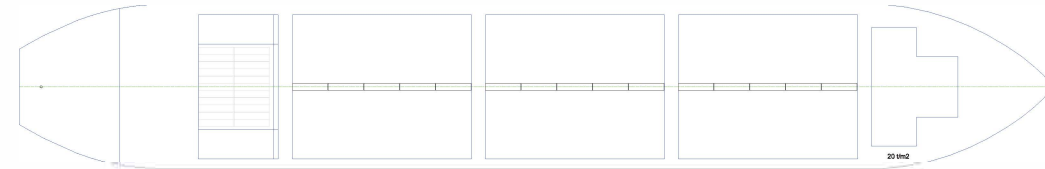


## WEATHER DECK

Crane no. 1-4  
 1 SWL 60t - 20m  
 2 SWL 50t - 24m  
 3 SWL 40t - 30m



## TANK TOP



**Global Head Office**  
 Singapore, SG  
 T: +65 6248 3600  
 E: [chartering@aalshipping.com](mailto:chartering@aalshipping.com)

**Europe**  
 Hamburg, DE (Regional Hub)  
 T: +49 40 36 13 04 505  
 E: [chartering@aalshipping.com](mailto:chartering@aalshipping.com)  
 Porvoo, FI  
 T: +358 40 827 7031  
 E: [chartering@aalshipping.com](mailto:chartering@aalshipping.com)  
 Paris, FR (Africa Enquiries)  
 T: +33 1 4071 8512  
 E: [chartering@aalshipping.com](mailto:chartering@aalshipping.com)

**Middle East**  
 Dubai, AE (Regional Hub)  
 T: +971 4 450 4700  
 E: [chartering@aalshipping.com](mailto:chartering@aalshipping.com)

**Asia**  
 Shanghai, CN  
 T: +86 21 6135 9600  
 E: [china@aalshipping.com](mailto:china@aalshipping.com)  
 Beijing, CN  
 T: +86 10 8447 5255  
 E: [china@aalshipping.com](mailto:china@aalshipping.com)  
 Qingdao, CN  
 T: +86 532 8575 3558  
 E: [china@aalshipping.com](mailto:china@aalshipping.com)

Tokyo, JP  
 T: +81 3 3541 9192  
 E: [japan@aalshipping.com](mailto:japan@aalshipping.com)  
 Seoul, KR  
 T: +82 2 6388 7870  
 E: [korea@aalshipping.com](mailto:korea@aalshipping.com)

**Oceania**  
 Brisbane, AU (Regional Hub)  
 T: +61 7 3332 8555  
 E: [chartering@aalshipping.com](mailto:chartering@aalshipping.com)

**Americas**  
 Houston, US (Regional Hub)  
 T: +1 713 980 1100  
 E: [chartering@aalshipping.com](mailto:chartering@aalshipping.com)

# W-CLASS VESSELS

<b>Type</b>	Multipurpose Dry Cargo Ship			
<b>Class</b>	DNV-GL 100 A5; BWM; Equipped for Carriage of Containers; DBC SOLAS-II-2, Reg. 19 G IW NAV-0, Strengthened for heavy cargo, MC, AUT EP-D			
<b>Deadweight</b>	33,217 t (without Tweendecks) 32,387 t (with Tweendecks)			
<b>GT/NT</b>	22,863 / 10,602			
<b>LOA</b>	179.50 m			
<b>LBP</b>	169.00 m			
<b>Breadth (Moulded)</b>	28.00 m			
<b>Depth (Moulded)</b>	15.10 m			
<b>Draft (Summer)</b>	10.80 m			
<b>Holds</b>	5			
<b>Hatches</b>	5			
<b>Tweendecks</b>	3			
<b>Cargo Hold Dimensions</b>	<b>Hold</b>	<b>Capacity w/o TWD (m³)</b>	<b>Capacity with TWD in Lower Position (m³)</b>	<b>Hatch Size (L X B)</b>
	1	3,242	3,242	12.6m x 20.04m/10.19m
	2	10,551	9,711	25.6m x 24.4m
	3	10,551	9,711	25.6m x 24.4m
	4	10,551	9,711	25.6m x 24.4m
	5	4,147	4,147	12.8m x 24.4m
	<b>Total</b>	<b>39,042</b>	<b>36,522</b> (Tweendecks in holds 2/3/4)	

<b>Floor Space</b>	<b>Hold</b>	<b>Area (sqm)</b>	<b>Bottom Size (L x B)</b>
	1	227	7.8/6.9m x 20.1/10.2m
	2	742	30.4m x 24.4m
	3	742	30.4m x 24.4m
	4	742	30.4m x 24.4m
	5	197 + 135 (monkey rocks)	13.6m x 14.5m (24.4m)
	<b>Total</b>	<b>2650 + 135 (MR) = 2,785</b> tank top area total	

<b>Clear height in Hold</b>	14.86 m		
<b>Co2 - fitted</b>	Hold 1, 2, 3, 4, 5; Sprinkler system in hold 1		
<b>Hatch</b>	Hydraulic folding type hatchcovers covers Always one panel folding upright forward and aft		
	<b>Hold</b>	<b>Area (sqm)</b>	<b>Hatch Cover Sizes (L X B)</b>
	Hold 1	206	6.9/6.1 m x 20.5/10.6 m
	Hold 2-4	2067	29.1 m x 26.5 m (each)
	Hold 5	352	13.3 m x 26.5 m
	<b>Total</b>	<b>2,625</b>	

<b>Holds Capacity/ Volume (100%)</b>	36522 cbm Tweendecks installed / 39042 cbm Tweendecks stowed on deck
<b>Total</b>	40,526m³
<b>Max Permissible Load</b>	Weather deck: 4.0 t/m² Tank top: 20.0 t/m² Tweendecks: 4.0 t/m²

<b>Jump Loads</b>	Hold 3+5 or 1+3 or 2+4 or 1+3+5 can be empty while remaining ones are loaded
<b>Container Capacity</b>	Container Capacity (total FEU): 210 FEU on deck, 307 FEU in holds
<b>Reefer Containers</b>	30 Reefer Points on Deck
<b>Cargo Gear</b>	Crane No. 1 - 4: SWL 60t / 20m; 50t / 24m; 40t / 30m
<b>Crane Capacity</b>	4 electro hydraulic single deck crane; SWL = 60t
<b>Maximum Lift</b>	Combined 109 t
<b>Main Engine</b>	STX-MAN B&W 6S50MC-C7; MCR 8800 kW / 11440 HP @ 127 RPM; CSR 5,400 kW @ 110 (86% of MCR)
<b>Auxiliary Engines</b>	3 x STX, 2 x 510kW, 1 x 425kW
<b>Ventilation</b>	Dual Fans in Holds no. 1-4, 6 changes per hour; Single Fan in Holds no. 5, 7 changes per hour
<b>Dangerous Cargo</b>	Class 1.1 to 1.6 packaged goods in Hold No. 1; Class 2.1 3, 4.3 6.1, 8 and 9 in holds No. 1 to 4. Class 2.2 , 4.1 4.2, 6.1 (solids) in all holds – see vessel's DOC for the carriage of dangerous goods
<b>Smoke Detection / Firefighting</b>	Carbon Dioxide in Holds No. 1 to 5; Hold 1 additional sprinkler system
<b>Timber Fitted</b>	Vessel fitted with stanchion pockets and lashing points. No slings/stanchions or lashing materials
<b>Other</b>	Vessel is compliant with additional entry regulations for: Australia (cargo holds fitted with ladders); Panama Canal and the Suez Canal. Vessel is suitable for grab discharging. Vessel possesses an onboard traverse beam. Vessel has no bowthruster.

AAL's highly flexible 33,217dwt W-Class vessels serve a growing portfolio of global services and offer our customers significant economies of scale and market-leading intake capacity on every sailing – able to stow heavy-lift project cargo alongside breakbulk and dry bulk.



chartering@aalshipping.com  
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