



# ZHONGREN 121/122

SHIP'S PARTICULARS










A versatile submersible vessel for the offshore energy and logistics infrastructure industry, and shipping plus service.

# Illustrations



## Vessel Highlights

<b>Speed &amp; Ballasting Capacity</b>		<ul style="list-style-type: none"> <li>» &gt;14 kn Design Speed</li> <li>» Average: 12 kn Full Speed / 10 kn Eco Speed</li> <li>» Main ballast pumps: 4x 3,400 m<sup>3</sup>/h</li> </ul>
<b>Cargo Deck</b>		<ul style="list-style-type: none"> <li>» Large cargo deck - Deck area: 5,300 m<sup>2</sup></li> <li>» Two Removable Buoyancy Casings</li> </ul>
<b>Transport Capacity</b>		<ul style="list-style-type: none"> <li>» Designed with a deadweight capacity of 26,321 t (MV Zhongren 121) / 26,203 t (MV Zhongren 122), for carrying large cargoes such as TLP's topsides, cranes, bridge sections and other floating or non-floating structures</li> </ul>
<b>Deck Strength</b>		<ul style="list-style-type: none"> <li>» High strength according to class and practical needs</li> <li>» Weight spreading efforts reduced</li> <li>» Deck load: 25 t/m<sup>2</sup></li> </ul>
<b>QHSE</b>		<ul style="list-style-type: none"> <li>» QHSE optimized and friendly work environment</li> <li>» Safety, health and comfort for crew and clients</li> </ul>
<b>Submerging Capacity</b>		<ul style="list-style-type: none"> <li>» max. Submersible draught: 21.4 m.</li> <li>» max. Water height over deck (submerged): 10.5 m.</li> </ul>
<b>Manoeuvrability &amp; Redundancy</b>		<ul style="list-style-type: none"> <li>» Dynamic Positioning System - Class 2 (DP2)</li> <li>» High manoeuvrability at port and also at offshore field</li> </ul>

## Particulars

### Management, Flag & Classification

<b>Operator</b>	SAL Heavy Lift GmbH & Co. KG
<b>IMO No.</b>	MV Zhongren 121 (IMO: 9922938) - Mv Zhongren 122 (IMO: 9922940)
<b>Flag of Registry</b>	China
<b>Classification</b>	CSA Salvage Ship / Semi-submersible Heavy Lift Vessel, SPS, PSPC(B), ERS, Ice (B), Loading Computer (S.I.D), In-water-survey, CSM Aut-0, DP2, Electrical Propulsion System, SCM, Clean, FTP, GPR, BWMS
<b>Year Built</b>	2022

### Ship Dimensions

<b>Length over all</b>	169.0 m	<b>GT</b>	26,225 t
<b>Length between perps.</b>	158.0 m	<b>NT</b>	7,867 t
<b>Breadth moulded</b>	39.8 m	<b>Deadweight</b>	26,321.0 t (MV Zhongren 121) 26,203.6 t (MV Zhongren 122)
<b>Breadth over all</b>	39.8 m	<b>Displacement</b>	43,011 t
<b>Depth moulded</b>	10.9 m	<b>Casing Size</b>	13 x 8.7 x 17.5 m
<b>Design Draught</b>	7.5 m		
<b>Summer Draught</b>	7.9 m		
<b>max. Working Draught (Salvage)</b>	8.8 m		
<b>max. Submerging Draught</b>	21.4 m		
<b>max. Water height above deck (submerged)</b>	10.5 m		
<b>Air Draught (a.b.)</b>	58.0 m		

### Speed and Consumption at Sea

<b>Fuel type at sea</b>	LSFO or MGO
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#### Speed and daily consumption at sea\*

- » 35 t ~ 10 kn (Eco Speed)
- » 40 t ~ 11 kn
- » 50 t ~ 12 kn (Full Speed)
- » 24 t for 24-hour DP operation

\*Vessel's consumption are given in good faith with no guarantee, in still water, ideal draft, no cargo, weather and sea-state permitting, force majeure excluded, all going well

## Particulars

### Consumption in Port

Fuel type in port MGO

#### Daily consumption in port

- » 5.5 t ~ (Working Mode)
- » 3.5 t ~ (Idle Mode)

### Cargo Capacities

Dimension of Deck 133.00 x 39.80 m

Free Deck Area ~ 5,300 m<sup>2</sup>

Uniform Deck Load 25 t/m<sup>2</sup>

Crane  
 1 x 50 t ~ 3 - 16 m  
 2 x 5 t ~ 2 - 9 m  
 1 x 15 t ~ 4 - 18 m

### Tank Capacities

FO / FO (LS) 2,622.8 / 880.2m<sup>3</sup>

MDO / MGO (LS) 371.2 / 440.2m<sup>3</sup>

BW 55,896.4 m<sup>3</sup>

FW / PW 386 / 203m<sup>3</sup>

### Propulsion

Main Generator 4x 4,200 kW ~ 750 rpm, CPM-MAN 4x9L32/40 + ABBAMG0900SK08 LSE

Harbour Generator 1x 760 kW / 400V (6L23/30H)

Emergency Generator 1x 375 kW / 400V, CUMMINS KTA19-D(M) + CCFJ375-Y

Propeller 2x 5,500 kW, FPP

Bow Thruster 2x 2,400 kW, LYEN CPP LCT700

Stern Thruster 2x 2,400 kW, LYEN CPP LCT700

Rudder Free hanging flap type (high efficiency rudder)

## Particulars

### Ballast System

<b>Main Ballast Pump</b>	4x 3,400 m <sup>3</sup> /h
<b>Stripping Pump</b>	3x 500 m <sup>3</sup> /h
<b>Ballast Treatment</b>	2x 500 m <sup>3</sup> /h

### Mooring Equipment

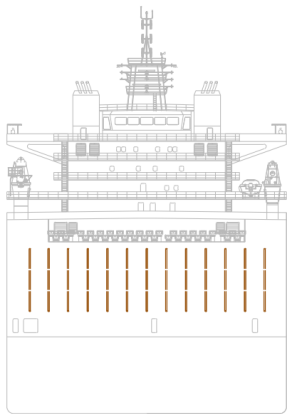
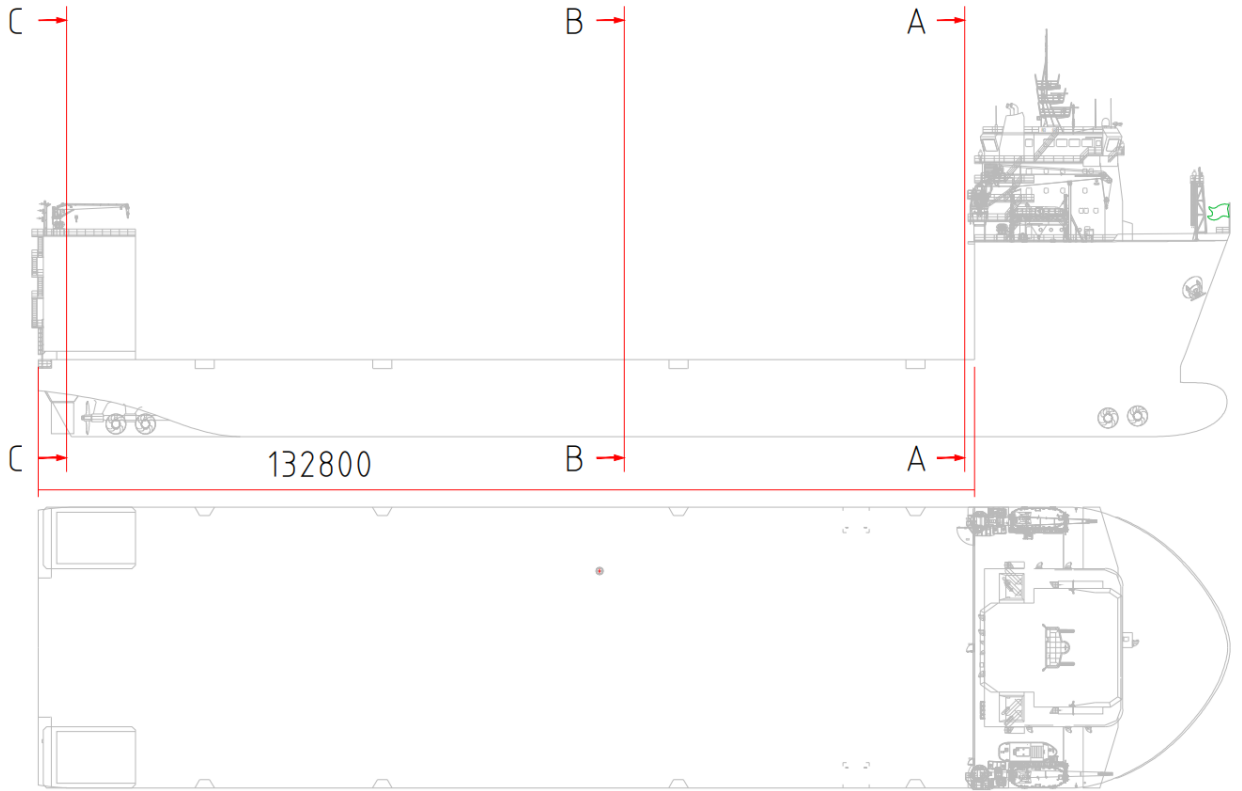
<b>Deck E Mooring Winch</b>	2x 300 kN & 2x 200 kN
<b>Casings Top Platform</b>	1x 200kN & 1x 300kN for each casing (2 casings)
<b>Windlass / Mooring Winch</b>	2x 423 kN & 2x 200 kN

### Special Features

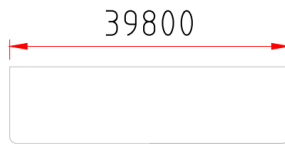
<b>Dynamic Positioning System</b>	DP2 System with two stern tunnel thrusters and two bow tunnel thrusters.
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\*Specification and figures within this document are given in good faith but without guarantee.

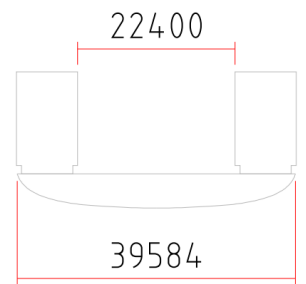
# General Arrangement



A - A



B - B



C - C



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## SHIP'S PARTICULARS



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