GENERAL ARRANGEMENT AND CAPACITY PLAN
M.V. WESTERN SEATTLE

SCALE 1:200

PLAN HISTORY
10th Jan., 2014 Proposal for Finished Plan

LOADING

HOLD GAMMA (mt/m³)	[RULE MIN.]	NO.2,4 HOLD EMPTY	BALLAST LOADING
NO.1 CARGO HOLD	1.0	1.37	—
NO.2 CARGO HOLD	1.0	—	—
NO.3 CARGO HOLD	1.0	1.37	1.03
NO.4 CARGO HOLD	1.0	—	—
NO.5 CARGO HOLD	1.0	1.37	—

GAMMA = CARGO WEIGHT / HOLD CAPACITY INCLUDING IN HATCHWAY

UNIFORM LOAD (INNER BTM.)	[mt/m²]	[LT/LONG/FOOT]	HOT COIL LOAD	AXLE LOAD (ONLY IN PORT)
NO.1 CARGO HOLD	25.1	246.2		
NO.2 CARGO HOLD	18.3	179.5	15 mt × 1.5 TIERS	45 mt × 4 WHEELS
NO.3 CARGO HOLD	25.1	246.2		
NO.4 CARGO HOLD	18.3	179.5		
NO.5 CARGO HOLD	25.1	246.2		

HOLD CAPACITY TABLE

COMPARTMENT	FRAME NO.	CAPACITY CUB.M	CAPACITY CUB.FT	CENTER OF GRAVITY LCG (m)	CENTER OF GRAVITY VCG (m)
— GRAIN —					
NO.1 CARGO HOLD	166~197	12,704.5	448,659	−67.13	10.36
NO.2 CARGO HOLD	131~166	15,524.3	548,241	−37.67	10.23
NO.3 CARGO HOLD	97~131	15,231.8	537,911	−6.46	10.27
NO.4 CARGO HOLD	63~97	15,190.6	536,456	24.42	10.27
NO.5 CARGO HOLD	29~63	14,003.0	494,516	54.42	10.61
TOTAL		72,654.2	2,565,783		
Hatch coaming capacity is included in above.					
— BALE —					
NO.1 CARGO HOLD	166~197	12,074.2	424,635	−67.18	10.26
NO.2 CARGO HOLD	131~166	14,810.9	523,047	−37.64	10.23
NO.3 CARGO HOLD	97~131	14,513.4	512,884	−6.44	10.25
NO.4 CARGO HOLD	63~97	14,472.0	511,079	24.44	10.24
NO.5 CARGO HOLD	29~63	13,517.5	477,371	54.62	10.57
TOTAL		69,388.0	2,449,026	—	—
Hatch coaming capacity is included in above.					
— HATCH COAMING —					
NO.1 HATCH COAM	170~190	432.8	15,284	−66.58	19.35
NO.2 HATCH COAM	136~159	553.0	19,529	−37.57	19.35
NO.3 HATCH COAM	102~125	553.0	19,529	−6.45	19.35
NO.4 HATCH COAM	68~91	553.0	19,529	24.47	19.35
NO.5 HATCH COAM	34~57	547.0	19,317	55.03	19.35
TOTAL		2,638.8	93,188	—	—

NOTE: 1. (−) SHOWS LCG: W. = 70,315 CUB.FT
2. (−) Signs in LCG indicates forward midship.

TANK CAPACITY TABLE (HULL PART)

COMPARTMENT	LOCATION (FR.NO.)	CAPACITY (m³) (100%)	WEIGHT (mt)	CENTER OF GRAVITY (m) LCG	VCG	TCG	MAX. INERTIA (m⁴)
WATER BALLAST TANK				SG=1.025			
FORE PEAK TK.	197 ~ F.P.	1,683.4	1,725	−95.40	6.60	0.00	4,400
NO.1 DTW.B.TK.	P 167 ~ 197	898.5	921	−67.74	1.70	−8.71	6,838
	S 167 ~ 197	898.5	921	−67.74	1.70	8.71	6,838
NO.1 T.S. & DTW.B.TK.	P 166 ~ 197	1,314.8	1,348	−66.94	6.50	−9.92	6,838
	S 166 ~ 197	1,314.8	1,348	−66.94	6.50	9.92	6,838
NO.2 DTW.B.TK.	P 133 ~ 167	1,062.9	1,089	−39.08	1.44	−9.68	10,230
	S 133 ~ 167	1,062.9	1,089	−39.08	1.44	9.68	10,230
NO.2 T.S. & DTW.B.TK.	P 133 ~ 167	1,618.7	1,659	−38.92	6.89	−10.97	10,230
	S 133 ~ 167	1,618.7	1,659	−38.92	6.89	10.97	10,230
NO.3 DTW.B.TK.	P 96 ~ 133	1,183.2	1,192	−8.89	1.45	−9.97	10,901
	S 96 ~ 133	1,183.2	1,192	−8.89	1.45	9.97	10,901
NO.3 T.S. & DTW.B.TK.	P 95 ~ 133	1,701.1	1,744	−8.89	6.28	−10.97	10,901
	S 95 ~ 133	1,701.1	1,744	−8.89	6.28	10.97	10,901
NO.4 DTW.B.TK.	P 61 ~ 95	1,063.1	1,089	25.24	1.44	−9.67	10,211
	S 61 ~ 95	1,063.1	1,089	25.24	1.44	9.67	10,211
NO.4 T.S. & DTW.B.TK.	P 61 ~ 97	1,238.8	1,270	24.69	3.55	−10.43	10,211
	S 61 ~ 97	1,238.8	1,270	24.69	3.55	10.43	10,211
NO.5 DTW.B.TK.	P 29 ~ 61	922.6	946	55.13	2.32	−8.72	5,968
	S 29 ~ 61	922.6	946	55.13	2.32	8.72	5,968
NO.5 T.S. & DTW.B.TK.	P 29 ~ 63	1,059.8	1,086	55.00	4.09	−9.60	5,968
	S 29 ~ 63	1,059.8	1,086	55.00	4.09	9.60	5,968
AFT. PEAK TK.	A.P. ~ 8	661.0	678	90.57	11.90	0.34	5,439
FUEL TOTAL		15,215.1	15,577				
NO.1 CARGO HOLD (W.B.)	97 ~ 131	14,513.4	14,877	−6.45	10.32	0.00	86,567
WATER BALLAST TOTAL		31,553.9	32,344				
FRESH WATER TANK				SG=1.000			
FRESH WATER TK.	P 1 ~ 8	164.4	164	89.81	16.40	−7.52	102
DRINK WATER TK.	S 1 ~ 8	164.4	164	89.81	16.40	7.52	102
FRESH WATER TOTAL		328.8	328				

Note : 1. (−) Signs in LCG indicate forward midship.
2. (−) Signs in TCG indicate port side.
3. No. 1~5 Btm. Tk. capacity are full of connection pipe top level.

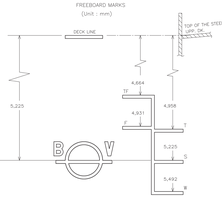
TANK CAPACITY TABLE (MACHINERY PART)

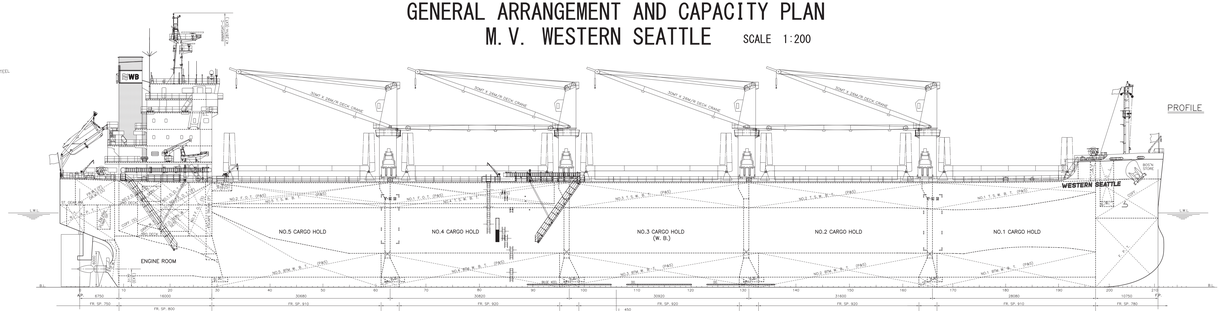
COMPARTMENT	LOCATION (FR.NO.)	CAPACITY (m³) 100% FULL	WEIGHT (mt) 98% FULL	CENTER OF GRAVITY (m) LCG	VCG	TCG	MAX. INERTIA (m⁴)
FUEL OIL TANK				SG = 0.980			
NO.1 FUEL OIL TK.	P 63 ~ 94	364.7	343	25.31	16.97	−12.69	419
	S 63 ~ 94	364.7	343	25.31	16.97	12.69	419
NO.2 FUEL OIL TK.	P 28 ~ 63	395.5	372	54.75	16.97	−12.69	400
	S 28 ~ 63	395.5	372	54.75	16.97	12.69	400
NO.3 FUEL OIL TK.	P 13 ~ 29	430.5	410	75.49	14.23	−11.66	105
	S 24 ~ 29	174.4	164	72.63	14.02	11.99	49
H.F.O. SETT. TK.	S 22 ~ 24 ★	19.7	19	74.84	11.49	11.55	12
No.1 H.F.O. SERV. TK.	S 20★~ 22 ★	18.0	18	76.59	11.61	11.40	9
No.2 H.F.O. SERV. TK.	S 18 ~ 20★★	18.5	18	77.98	11.63	11.22	8
FUEL OIL TOTAL		2,186.3	2,059				
DIESEL OIL TANK				SG = 0.900			
No.1 DIESEL OIL TK.	S 16 ~ 24	87.5	76	76.35	16.27	11.80	36
No.2 DIESEL OIL TK.	S 9 ~ 18	53.2	46	82.64	16.36	10.88	18
D.O. SERV. TK.	S 16 ~ 18 ★	23.8 ★	21	80.37	16.08	11.23	10
DIESEL OIL TOTAL		164.5	143				
LUB. OIL TANK				SG = 0.900			
M/E L.O. SUMP TK.	C 14 ~ 23	15.0	13	78.86	1.05	0.00	7
MISCELLANEOUS TANK							
BILGE SEP. OIL TK.	S 15 ~ 26	26.5		75.57	1.22	3.15	22
BILGE TK.	P 24 ~ 29	22.6		71.97	1.01	−3.53	26
F.O. OVERFLOW TK.	C 26 ~ 29	21.5		71.50	0.97	2.29	104
F.O. CLEAN DRAIN COMP.	C 27 ~ 29	4.7		70.81	0.87	2.61	1
SLUDGE TK.	S 22 ~ 26	8.1		74.05	8.42	7.60	4
GRAY WATER TK.	P 33 ~ 39★★	225.3		76.05	11.63	13.06	65
COOL W. TK.	C 43 ~ 53	13.0		86.84	4.86	0.00	35

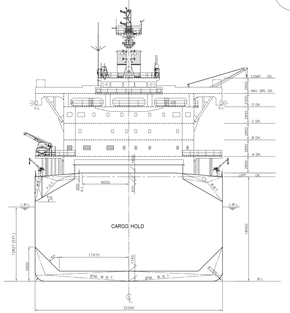
Note : 1. (−) Signs in LCG indicate forward midship.
2. (−) Signs in TCG indicate port side.
3. (★) Marks in capacity mean full of overflow position.
4. Weight of F.O., D.O. and L.O. are corresponding to 98% full capacity.

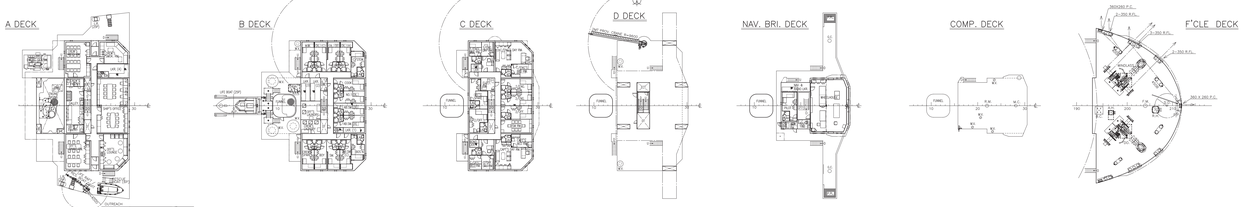
DEADWEIGHT SCALE

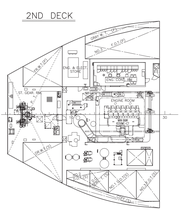
DRAFT M	DEAD-WEIGHT MT	SALT WATER TPC MT	SALT WATER MTC MT·M
13.827			
13			
12			
11			
10			
9			
8			
7			
6			
5			
4			
3			
2			

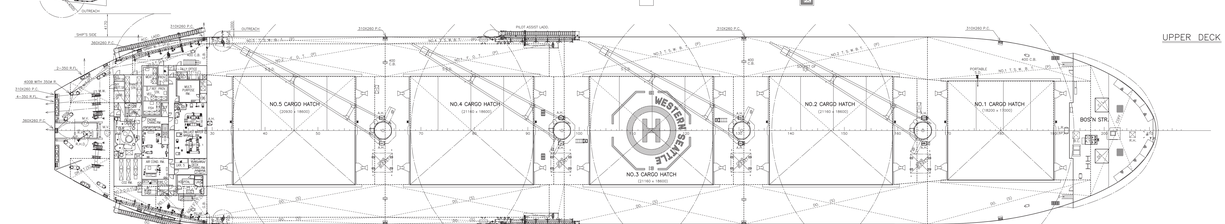


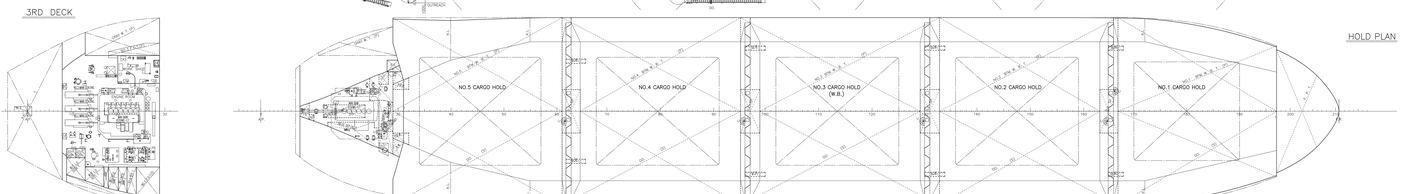












PRINCIPAL PARTICULARS

1. PRINCIPAL DIMENSIONS	
LENGTH O.A.	189.99 M
LENGTH B.P.	180.600 M
BREADTH MLD.	32.200 M
DEPTH MLD.	18.000 M
DESIGN LOAD DRAFT MLD.	11.300 M
FULL LOAD DRAFT EXT.	12.827 M
2. TONNAGE, CLASS, ETC.	
GROSS TONNAGE (INTERNATIONAL)	32,350
NET TONNAGE (INTERNATIONAL)	19,449
CLASS NK(NIPPON KAIJI)	
NOTATION NK★Bulk Bulk carrier CSR SPS(NBT) BC-A Double Z,★	
may be entered SHF,BWE(ESP) coverdeck hoppetion	
★IUT-UWS SHF	
3. REGISTRY	
NAVIGATION AREA	OCEAN GOING
FLAG	PHILIPPINES
4. DEADWEIGHT & CAPACITY	
DEADWEIGHT (MAX.L1 DRAFT MLD)	57,636 MT
CARGO HOLD CAPACITY (GRAIN)	72,654.2 M³
5. MAIN ENGINE	
MITSUI M.A.N.-B&W 6S50MC-C7 x 1set	
M.C. 8,400 mm × 127 rpm	
C.S.R. 7,210 mm × 177 rpm	
(SERV. 90%)	
6. SPEED	
SERVICE (24+1.50K M) at	
0.0.K. (7,210 mm) with 15B Tpc	14.5 KTS
SERVICE (24+1.50K) at	
0.0.K. (7,210 mm) with 15B Tpc	14.00 KTS
7. COMPLEMENT	

DECK		ENGINE		BUSINESS
CAPTAIN	1	CHIEF ENGINEER	1	
CHIEF OFFICER	1	1ST ENGINEER	1	
2ND OFFICER	1	2ND ENGINEER	1	
3RD OFFICER	1	3RD ENGINEER	1	
				OFFICER TOTAL 3M
BOATSWAIN	1	NO.1 OILER	2	CHIEF STEWARD 1
				PETTY OFFICER TOTAL 5M
AB SEAMAN	6	OILER	3	BOY 1
SEAMAN	5	WIPER 4M1L	5	STEWARD 3
				CREW TOTAL 17OFF.

SPT'S SPARE (LOCKR' CLASS)	1P
TRUNK (LOCKR' CLASS)	1P
CREW'S SPARE	1P
	GRAND TOTAL 35P

CONTRACTED	27th Dec., 2011
KEEL LAID	21st Aug., 2013
LAUNCHED	11th Oct., 2013
DELIVERED	31st Jan., 2014

FINISHED PLAN

SHIP PLANNING DEPARTMENT GENERAL DESIGN GROUP	SHIP NAME WESTERN SEATTLE	SHIP NO. SS136
APPROVED BY	一般配船図及び配体容積図	
CHECKED BY	GENERAL ARRANGEMENT AND CAPACITY PLAN (WITH DEADWEIGHT SCALE)	
LIST NO. HG-3	SCALE 1/200	DRAWING NO. 1.30000
	TSUNEISHI SHIPBUILDING CO., LTD.	