



M/V Tourcoing

The RoRo MV Tourcoing is the second vessel in a series of 5 ships. She was delivered from Mitsubishi Heavy Industries Co. Ltd., Japan in October 1978. The vessel is specially suited for high & heavy cargo, project cargo and containers but she also has flexibility to carry trucks and cars with high payload efficiency.

MV Tourcoing was converted by replacing container space on deck 4 and adding extra car decks by Chengxi Shipyard China in 2004. MV Tourcoing is a sistership to MV Tapiola, MV Talabot, MV Tampere and MV Toba.

The ship is built to the class of Lloyd's Register of Shipping with the following designations: +100 A1 Roll on Roll off cargo ship, movable decks, + LMC, UMS.

Deck and Ramp System:

Heavy units are loaded on the strengthened deck 1 which can carry loads of 10 tons/m². Deck no. 2 and 3 can be used for heavy loads up to 4 tons/m² and deck 4 be used for units up to 3 tons/m² if needed. Hoistable deck no 2B together with deck 3B and 3C allow loads up to 0.2 tons/m². Garage deck 5, 6, 7, 8 and 9 are specially designed for stowing cars.

Stern ramp is located aft on the starboard side and arranged with a 37-degree angle of incident from the centre line with entrance on deck 3 AFT. This angle together with a ramp width of 12 m assures good flexibility in loading and discharging operations. Maximum total load is 400 tons and maximum vehicle load is 154 tons.

Anchoring/Winches:

The deck machinery consists forward of 2 x 38 tons electric windlass/mooring winces and 1 x 20 tons electric mooring winch, amidships 2 x 10 tons electric mooring winches and aft there are 2 x 10 tons and 2 x 20 tons electric mooring winches. This arrangement secures good flexibility and sufficient mooring capacity for the vessel.

There is an electro/hydraulic crane on Dk-6 STBD between funnel and superstructure with a capacity of five tons for bringing onboard supplies and spare parts.

Cargo ventilation:

Fans evenly distributed throughout the vessel on weather deck create good ventilation during loading/discharging and voyage. The lower holds are ventilated with 30 air changes per hour. The intermediate holds are ventilated with 25 air changes per hour while the uppermost hold is ventilated with 20 air changes per hour.

Machinery:

The main engine is a Sulzer Diesel Engine 9RND90M with NCR output 20000 Kw at 118 rpm with remote control from bridge or control room. The vessel is fitted with a fixed 5 bladed propeller with diameter 6800 mm. For increased maneuvering abilities two Mitsubishi KAMEWA thrusters are installed.

For electrical power supply there are 2 Daihatsu Diesel generators with effect 1550 Kw and 2 Daihatsu Diesel generators with effect 2000 Kw. In addition there is one emergency diesel generator that assures sufficient power if needed.

The vessel is equipped with a highly effective Half spade type rudder to assist in controlling the lateral movements of the stern.

The navigational system:

GPS 1: Furuno GP50 – Mark 3 GPS
 GPS 2: Leica MX 400 DGPS
 Radar 1: Raytheon Pathfinder/ST Mk 2 ARPA (10cm)
 Radar 2: Raytheon M 34 ARPA Mod.3410/12S (10cm)
 Radar 3: Raytheon M 34 ARPA Mod. 3425/7 x (3cm)
 Electronic chart: Telechart 2025
 Auto steering: Tokyo Keiki
 Gyro 1 & 2: Sperry MK 37
 Navtex: Lo-Kata Navtex 2
 Speed Log: Ben Galatee
 Echo Sounder: Skipper GDS 101
 Weather fax: JRC JAX-9

Communication/GMDSS:

Inmarsat C: SKANTI Combridge 9000 Scansat-CT
 DSC Controller: Skanti DS9000
 Satcom B: Saturn BMC terminal with OKIFAX 4100
 VHF: SKANTI 3000 and TRP 2500 receiver
 Walkie Talkies: Motorola Radius GP 340 (for internal communication)
 3 Portable VHF'S: Navico AXIS 150 GMDSS
 2 Radar Transponders: MC Murdo RT9 – 9GHz

Free float EPIRB (SARSAT/COSPAS): Mc Murdu E-3

Interior:

Crew cabins are located in the accommodation on deck 5, 6, 7 and 8 and the vessel is equipped with gym, sauna, swimming pool and 2 TV/dayrooms to provide the crew with the possibility of relaxing activities. Canal and pilot staff facilities are located on deck 5 and Pilot cabin on deck 8 for easy access to the bridge.

Security arrangements:

For fire extinguishing, the ship is fitted with a 32 ton fixed low pressure CO2 for engine room and cargo holds. In addition there are a number of portable dry powder, water and CO2 fire extinguishers.

The vessel is equipped with 2 Harding totally enclosed life boats with diesel engines (22HP) capable of carrying 50 persons each. The vessel has 2 Viking 20DK inflatable life rafts on deck 5 near the life boats, capable of carrying 20 persons each, one inflatable life raft on forecastle deck capable of carrying 6 persons, and 3 survival suits on bridge.



Technical Specifications

Capacity deck area:

Capacity volume:

Capacity car units:

TEU:

Engine:

Basic complement:

Built:	MHI, Japan
Build year:	1978
Owner:	Mark I shipping Pte. Ltd
Flag:	SIN
Length over all:	228.5
Beam:	32.26
Air Draft:	57
Depth to Upperdeck:	20.2
Draft, design/max:	11.17
Deadweight at maximum draft:	33,719
Gross tonnage:	54,680
Net tonnage:	21,631
Stern ramp height:	
Stern ramp width:	12
Stern ramp capacity:	400
Number of decks:	12 (of which 3 are hoistable)
Ownership %:	50%
Operator:	WWL