CHIPOLBROK CHINESE-POLISH JOINT STOCK SHIPPING COMPANY 中波轮船股份公司	**M A T E J K O**	**38 000 DWT**

Multipurpose cargo ship, strengthened for carriage of heavy cargoes, equipped with shore power connection, hybrid power plant (batteries plus generators) and methanol ready.

IMO No	**1130022**	Call Sign	**5LZU3**
Flag	**LIBERIA**	Port of Registry	**MONROVIA**
Class	**DNV** +1A, Multi-purpose dry cargo ship; BIS, BWM (T), DG (P,B), DBC, Strengthened (IB), Grab (1-10), LCS, NAVI, COAT-PSPC(B), Recyclable, Container, TMON (oil lubrication), E0, ER(SCR, TIER III), Clean (Tier III), Shore power, Fuel ready (LFL[D;MEc])		
Builder	**Shanghai Zhenhua Heavy Industries co., ltd.**		

MAIN PARTICULARS

Length overall	**182.00** m	Scantling draught	**11.10** m
Length between perp.	**179.00** m	Deadweight at design d.	**30 750** t
Breadth moulded	**30.00** m	Deadweight at scantling d.	**37 450** t
Depth moulded	**17.00** m	Endurance	**15,000** nmi
Design draught	**9.80** m	Service speed	**14.5** kn

	Capacity	*Opening of Cargo Hatch*
No.1 Cargo Hold	**34 073.47** m^3	**25.00m x 76.86** m
No.2 Cargo Hold	**17 316.19** m^3	**25.00m x 32.50 / 55.20** m

Containers	**1280** TEU	Hatch covers uniform load	**3.5** t/m^2

CARGO GEAR

3x cargo cranes, lifting capacity **350** t each; combine lift **700** t

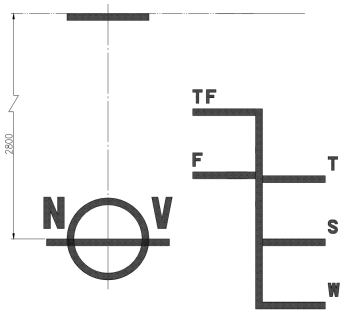
Lift – Outreach: **350** t – 16 m / **250** t – 20 m / **60** t – 38 m

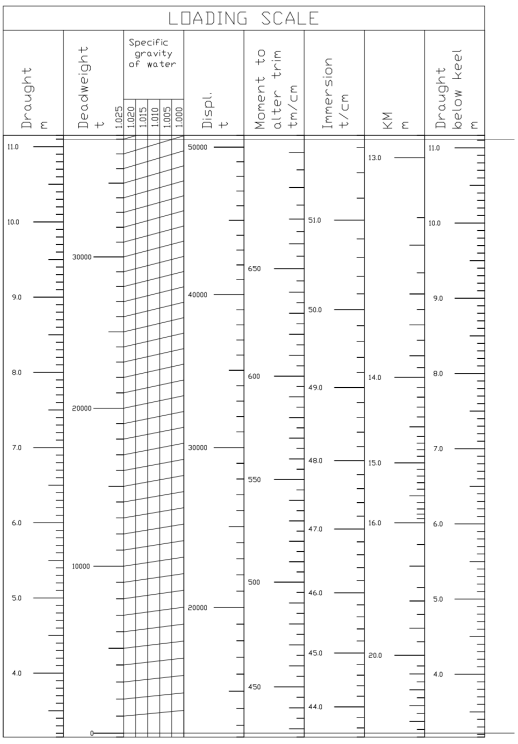
MACHINERY MAIN COMPONENTS / ENERGY EFFICENCY PARTICULARS

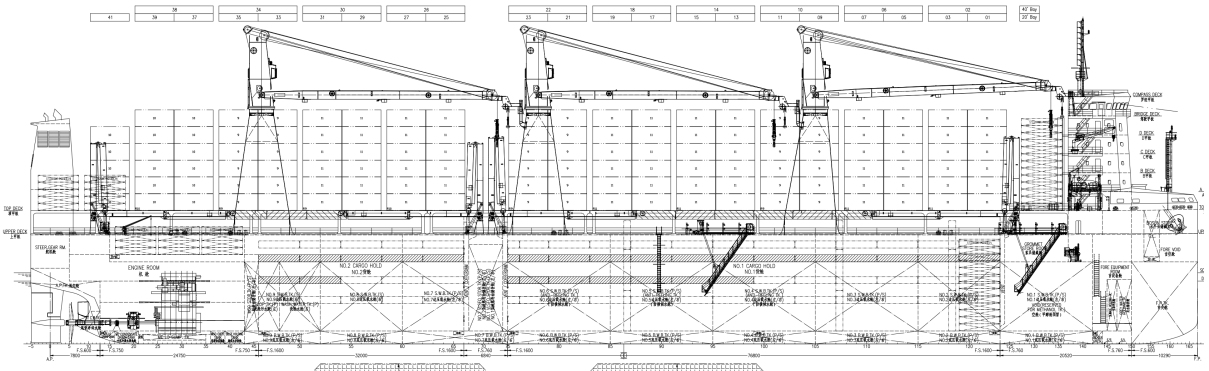
Main engine	WinGD 6x52 – S2.0 – HPSCR; CMCR 6940 kW x 92 rpm
Shaft Generator	ABB; 700 kW
Battery pack	1000 kWh
Diesel generators	Wärtsilä; 2 x 1110 kW
Shore power connection	2500 kVA (6600 V)
Boilers	Oil-fired SAACKE FMB-VS / SKVJ-M
	Exhaust gas economizer SAACKE EMB-HST

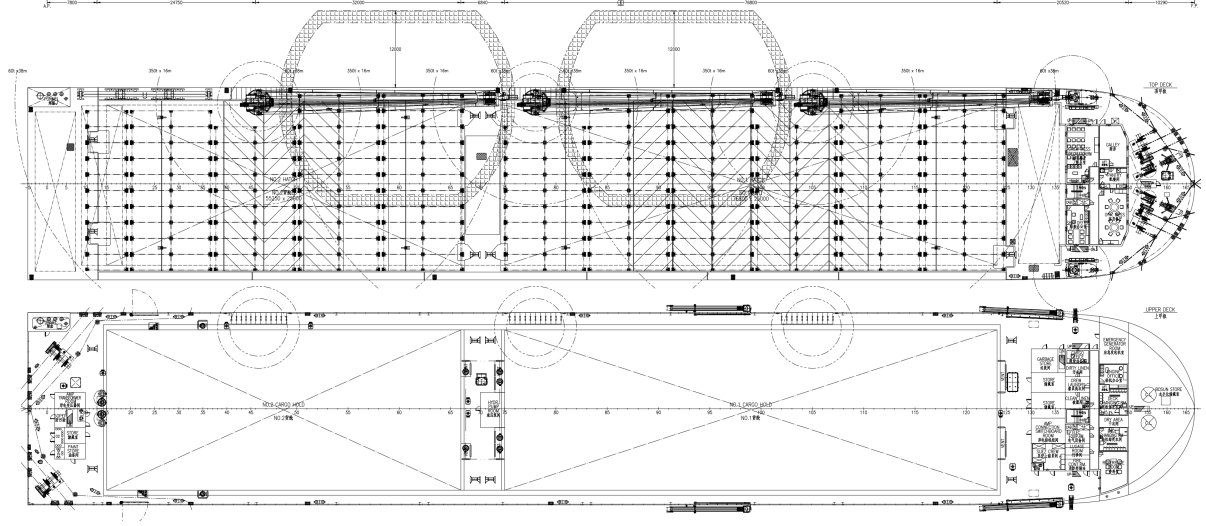
TANK CAPACITY

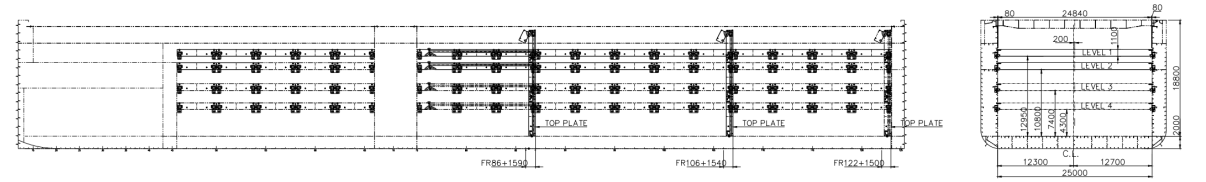
Water Ballast	**14047.22** m^3
VLS Fuel oil	**1561.47** m^3
Marine Gas Oil	**521.73** m^3
Lubricating Oil	**132.20** m^3
Fresh Water	**221.86** m^3
Cooling Water	**9.64** m^3
Miscellaneous	**89.34** m^3

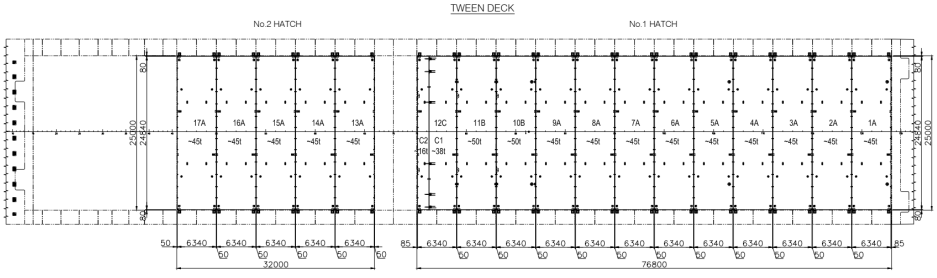


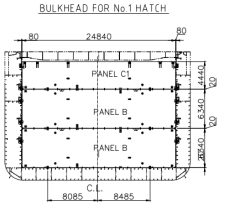


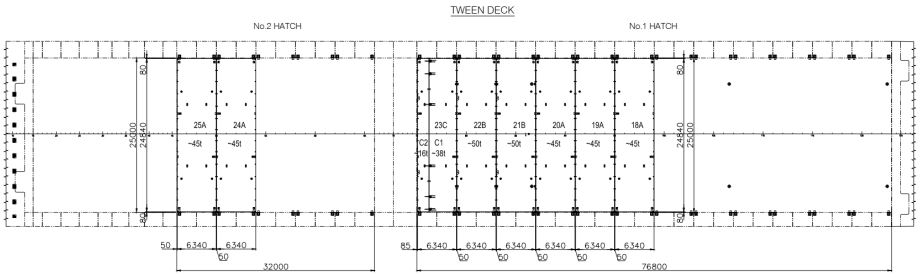












Ver. 20260117; All information contained in this brochure has been prepared with the utmost diligence to ensure accuracy and completeness. Nevertheless, inadvertent errors or omissions may occur. As the vessel remains under construction, certain specifications and technical parameters are subject to modification without prior notice. This document should therefore be regarded as informational in nature rather than a final technical reference.