Shipping

MV Honor

The PCTC (Pure Car and Truck Carrier) MV Honor is the first vessel in a series of two built by Sumitomo Heavy Industries Ltd in Japan and she was delivered in December 1996. The vessel is specially designed for carrying cars and trucks but she has also flexibility to carry high & heavy and other project cargo.

MV Honor has a total capacity of 5890 cars (RT43) or 803 trucks. MV Honor is a sistership to MV Freedom. The ship is built to the class of DNV (Det Norske Veritas) with the following designations DNV +1A1, Car Carrier MCDK, SC, E0.

Deck and Ramp System:
Heavy units are loaded on the strengthened decks 7 and 9, which can carry loads of 2 and 3 tons/m respectively. The other decks allow loads of 0.18, 0.25, 0.75 and 1.5 ton/m. For increased cargo flexibility deck no. 2, 4, 6, 8 and 10 are divided into hoistable sections.

The vessel is fitted with two loading and discharging ramps with entrance on deck 7. The stern ramp is arranged with a 35-degree angle of incident from the centre line with a ramp width of 7 m. Maximum capacity is 120 tons and 45 tons axle load. The midship ramp is arranged with a 90-degree angle and a ramp width of 5 m. The maximum capacity is 26.5 tons and 16 tons axle load. The arrangement with one stern quarter ramp on the aft starboard side and one midship ramp provides good flexibility for cargo operations.

Anchoring/Winches:
The deck machinery consists of four mooring winches of type Aquamaster Rauma, one which are placed forward on the forecastle deck and three on the aft mooring deck. In addition two combined windlass/mooring winches is located at the forecastle deck.

One Electro Hydraulic crane of type HCV 1077 with a capacity of 6 tons is fitted on the starboard side amidships on main weather deck. This crane is used for provision and spare part handling.

Cargo ventilation:
Fans evenly distributed throughout the vessel on upper deck create good ventilation during loading and discharging operations. The fans have a total air supply capacity of up to 9350m^3/min in the largest compartments.

Machinery:
The vessels propulsion machinery is a Diesel United-Sulzer 6RTA 62U engine with an output of 12980 kW at 109 rpm. The main engine is attached to a fixed 5 bladed propeller and fitted with remote control from the bridge and control room. For increased manuvering abilities there is one 1200 kW Ulstein bow thruster installed. The vessel is equipped with a highly effective semi spade, streamlined double plated rudder. For electrical power supply there are three Man B&W Holfby generators with an output of 780 kW each. To ensure sufficient power in emergency situations one MAN D-0226 MLE emergency generator is installed.

Interior:
All cabins are located on upper deck and the vessel is equipped with an activity room/gymnasium and one TV-room for officers and crew to provide for the possibility of relaxing activities. Pilot cabin is placed on bridge deck for easy access to the bridge.

Security arrangements:
For fire fighting, the ship is fitted with a permanent installed 35 ton CO2 fire extinguishing system for engine room and cargo holds. In addition there are a number of portable CO2, foam and water fire extinguishers.

The vessel has 2 totally enclosed life boats with a capacity of 33 persons each. In addition there are two Surviva life rafts with a capacity 16 persons each and one for 6 persons. The vessel has 3 Immersion survival suits with heat resistant watertight enclosure.

Technical Specifications

Capacity deck area:	
Capacity volume:	
Capacity car units:	5,890
TEU:	
Engine:	
Basic complement:	
Built:	Sumitomo Heavy Industries Ltd, Japan
Build year:	1996
Owner:	Fidelio Limited Partnership
Flag:	US
Length over all:	190.05
Beam:	32.26
Air Draft:	44.57
Depth to Upperdeck:	31.4
Draft, design/max:	10.20
Deadweight at maximum draft:	19,864
Gross tonnage:	49,821
Net tonnage:	18,750
Stern ramp height:	
Stern ramp width:	7
Stern ramp capacity:	120
Number of decks:	12+garage (of which 5 are hoistable)
Ownership %:	50%
Operator:	ARC