



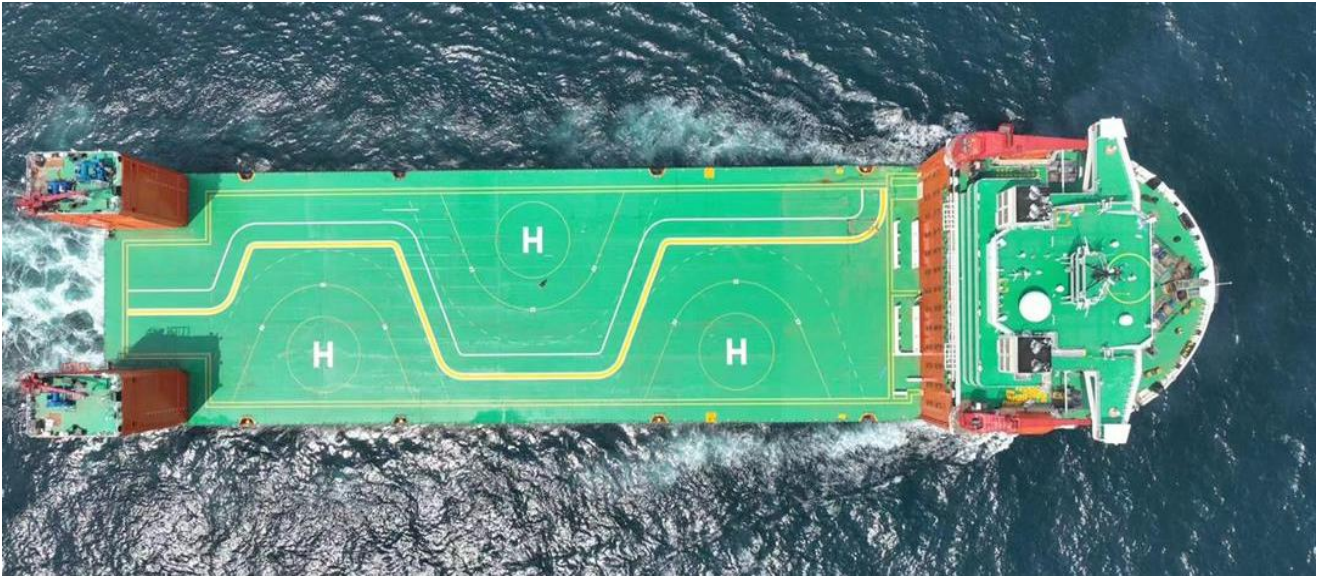
ZHONG REN 121/122

SHIP'S PARTICULARS



A versatile submersible vessel for the offshore energy and logistics infrastructure industry.

Illustrations



Vessel Highlights

Speed & Ballasting Capacity		» >14 kn Design Speed » Average: 12 kn Full Speed / 10 kn Eco Speed » Main ballast pumps: 4x 3,400 m³/h
Cargo Deck		» Large cargo deck - Deck area: 5,300 m² » Two Removable Buoyancy Casings
Transport Capacity		» Designed with a deadweight capacity of 26,321 t (MV Zhong Ren 121) / 26,203 t (MV Zhong Ren 122), for carrying large cargoes such as TLP's topsides, cranes, bridge sections and other floating or non-floating structures
Deck Strength		» High strength according to class and practical needs » Weight spreading efforts reduced » Deck load: 25 t/m²
QHSE		» QHSE optimized and friendly work environment » Safety, health and comfort for crew and clients
Submerging Capacity		» max. Submersible draught: 21.4 m. » max. Water height over deck (submerged): 10.5 m.
Manoeuvrability & Redundancy		» Dynamic Positioning System - Class 2 (DP2) » High manoeuvrability at port and also at offshore field

Particulars

Management, Flag & Classification

Operator	SAL Heavy Lift GmbH & Co. KG
IMO No.	Mv Zhong Ren 121 (IMO: 9922938) - Mv Zhong Ren 122 (IMO: 9922940)
Flag of Registry	China
Classification	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
Year Built	2022

Ship Dimensions

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

Speed and Consumption at Sea

Fuel type at sea	LSFO or MGO
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Speed and daily consumption at sea*

- » 32 t - 10 kn (Eco Speed)
- » 38 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

- » 10.0 t ~ (Working Mode - ballasting)
- » 5.0 t ~ (Idle Mode)

Cargo Capacities

Dimension of Deck 133.00 x 39.80 m

Free Deck Area ~ 5,300 m²

Uniform Deck Load 25 t/m²

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 / 880.2m³

MDO / MGO (LS) 371.2 / 440.2m³

BW 55,896.4 m³

FW / PW 386 / 203m³

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

Main Ballast Pump	4x 3,400 m³/h
Stripping Pump	3x 500 m³/h
Ballast Treatment	2x 500 m³/h

Mooring Equipment

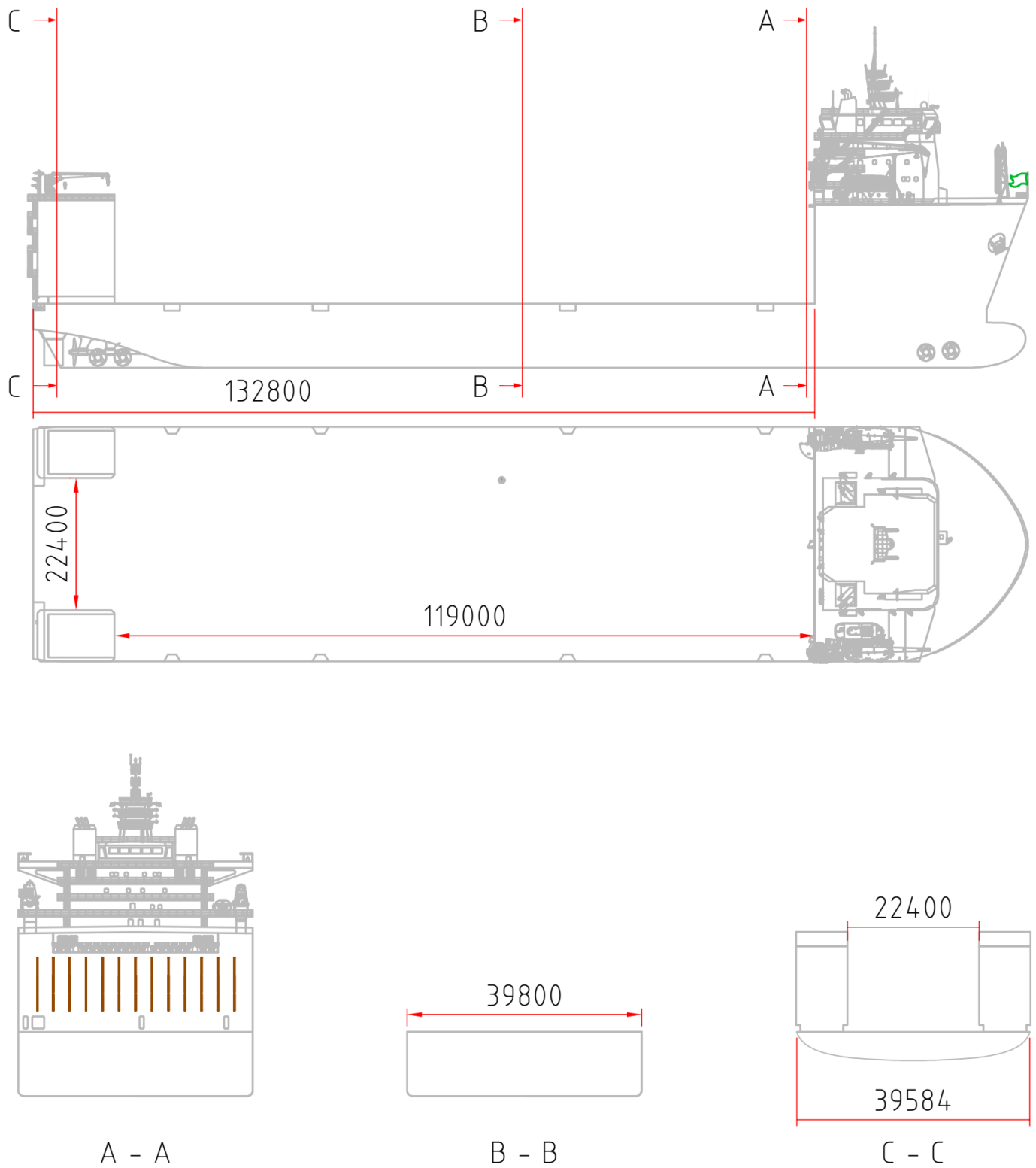
Deck E Mooring Winch	2x 300 kN & 2x 200 kN
Casings Top Platform	1x 200kN & 1x 300kN for each casing (2 casings)
Windlass / Mooring Winch	2x 423 kN & 2x 200 kN

Special Features

Dynamic Positioning System	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





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