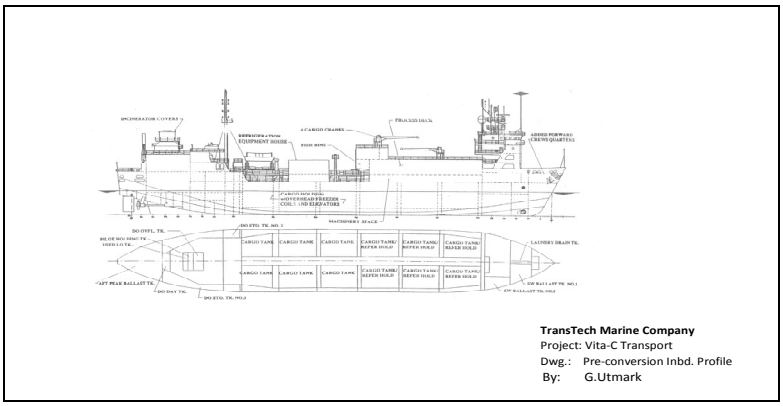
Vita-C Transport

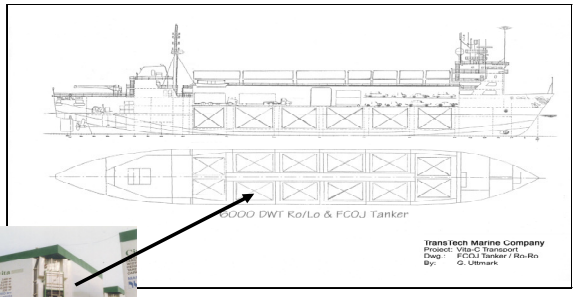
TransTech designed Vita-C Transport around a surplus U.S. flag fish-processing vessel. Special deep tanks for juice in bulk, conversion of the 'tween deck to a garage for ro-ro cargo and loading containers on the weather deck increased load factors on all voyage legs, including the U.S. coastwise (Jones Act) trade. This enabled lowering the cost of shipping orange juice to North America so it could be more competitive with larger suppliers.

MAIN PARTICULARS

LOA	369.0	ft.
LBP	345.0	ft
Beam	60.0	ft.
Depth	31.0	ft.
Draft - light	17.3	ft.
Draft - full	23.5	ft.
Light ship	3480	LT
Total DWT	7300	LT
Displacement	10780	LT
Prime Mover:	2	geared diesels
Total BHP	2250	
RPM	1225	
Manufacturer		Caterpillar
Model		D399TA - V 16
Reduction Gear:	2	
Gear ratio	5.07:1	
Manufacturer		Caterpillar
Model		7271
Propellers:	2	nickel bronze
Blades	4	
Pitch (Fixed)	87.5	in.
Diameter	102.0	in.
Manufacturer		Columbia Bronze
Shafts	8.0	in. diam. forged steel
Bow Thruster:	1	
Blades	4	CP
Motor Power	400	HP General Electric
Manufacturer		Bird-Johnson
Gensets:	2	850 Kw AC Cat. SR4
Powered by		D399 Caterpillars
Genset	1	155 Kw AC Cat. SR4
Powered by		Cat. model 3306
Emergency genset		275 Kw AC Cat. . SR4
Powered by	1	Cat. model 3408
Hull:		Double chine
Framing		Longitudinal
Deck stringer	7/16	in.
Shell plating	5/8	in.
Tank top plating	3/4	in.
Keel	3/4	in.
Side longitudinals		3" x 2" x 5/16" angle
Side shell web frames		15.3 lb. plate - upper
		20.4 lb. plate - lower



TransTech Marine Company
Project: Vita-C Transport
Dwg.: Pre-conversion Inbd. Profile
By: G.Utmark



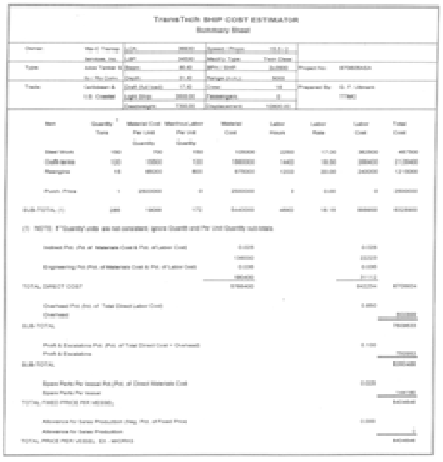
6000 DWT Ro/Lo & FCOJ Tanker

TransTech Marine Company
Project: Vita-C Transport
Dwg.: FCOJ Tanker / Ro-Ro
By: G. Utmark

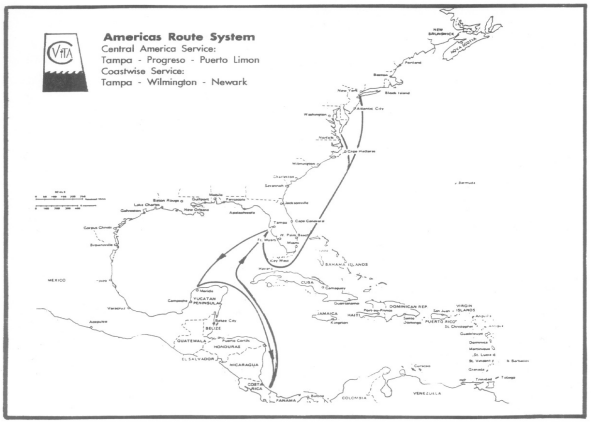
Source: TransTech Marine Co.

WORK SCOPE

- Remove fish processing equipment in two-level shelter deck structures between frames 29 and 41 and between frames 48 and 53. Remove intermediate deck in both shelter deck structures.
- Remove fishery and refrigeration equipment in twelve cargo tanks.
- Remove centerline cofferdam between frames 30 and 31 and between frames 55 and 59. Enclose centerline cofferdam at frames 31 and 55 and make resulting transverse bulkheads watertight at frames 31 and 55.
- Remove two incinerators, forced draft fans and deck house enclosure structure between frames 75 and 92.
- Extend shelter deck structure between frames 41 and 48 and between frames 59 and 65. Full breadth Shelter deck structure to be recessed in way of lifeboats port and starboard (frames 53 to 59).
- Add centerline pillars between main deck and weather deck full length of shelter deck structure (frames 29 and 59).
- Make twelve openings in weather deck and main deck, each approx. 85' x 20' to receive twelve free-standing rectangular cargo tanks of approx. 25' x 20' x 37' height and 500 tons weight when full. Reinforce tank top as necessary. Install watertight / weathertight gasket around tank at main deck. Fit weather deck with watertight access covers.
- Convert space created by removal of incineration equipment between frames 75 and 92 to break bulk cargo hold. Relocate two pedestal cranes from frame 92 to frame 81 P/S to handle break bulk cargo. Erect coaming around hatch. Fit with portion covers strengthened for stowage of twenty foot containers on top.



TransTech SHIP COST ESTIMATION
Summary Sheet



Americas Route System
Central America Service:
Tampa - Progreso - Puerto Limon
Coastwise Service:
Tampa - Wilmington - Newark

TransTech Marine Co. ARR.