

GENERAL PARTICULARS

PRINCIPLE DIMENSIONS

Length over all	119,10 m
Length between perpendiculars	111,60 m
Breadth moulded	16,90 m
Depth moulded	8,40 m
Draught scantling	6,72 m
Airdraft in ballast condition	32,00 m

DEADWEIGHT AND TONNAGE

Deadweight (summer)	6.988 t
Gross tonnage	4.861 t
Net tonnage	2.294 t
Light weight	2.997 t

CARGO ARRANGEMENT

Bow to centre of manifold	60,9 m
Segregations	14

CAPACITIES

Cargo tanks (incl slop), 100%	8.350 m ³
Ballast tanks	3.124 m ³
HFO tanks	431 m ³
MDO tanks	53 m ³
LO tanks	29 m ³
FW technical tanks	142 m ³
FW tanks	42 m ³

CLASS

BUREAU VERITAS BV I + Hull, + Mach, Oil Tanker, ESP, Chemical Tanker ESP, Unrestricted navigation, + AUT-UMS, AVM-APS, Ice class IA, Clean sea, IG.

MAIN ENGINE

One four-stroke diesel engine MAN 8L32/40, 3840 kW 720 rpm. The outputs of the main engine are transmitted via elastic couplings to the reduction gear, which is connected to a variable pitch propeller. Same reduction gear to be connected shaft generator via elastic couplings.

CONTROLLABLE PITCH PROPELLER

MAK, ZF CP propeller, having the diameter of 4300 mm, with 144,5 rpm. The propeller is of 4-bladed type, made of G-Cu A1 10 Ni and controllable pitch type.

SPEED

About 14 knots on 14 metric tons IFO380 + 1,2 metric tons MGO per 24 hours (when not using shaftgenerator).

BOW THRUSTER

Schottel, 350 kW, electrical driven, controllable pitch bow thrusters.

AUX. GENERATORS

3 sets Auxiliary generators LIAG/MAN each 485 kW, 440 V, 60 Hz at 1800 rpm. Shaft generator/motor output 1.100 kW. Shaft motor can be used as "Taken me home" device. 1 Emergency generator LIAG MAN 130 kW.

THERMAL OIL HEATERS

S-MAN Thermal oil heaters 2000 kW

S-MAN Economiser 500 kW

Maintaining cargo at 66 °C, heating up 0.2 C/h
Stainless steel heating coils in all cargo tanks.

CARGO TANK COATING

Marine line

CARGO EQUIPMENT

Cargo pumps are deep-well pumps, outfitted with super-eject pipes.

12 pcs FRAMO hydraulically driven pumps, type SD 150, with the capacity 350 m³/h at 110 mlc, gravity 0,8 t/m³ and viscosity 1,0 cst in cargo tanks.

2 pcs FRAMO hydraulically driven pumps, type SD 100, with the capacity 100 m³/h at 110 mlc, gravity 0,8 t/m³ and viscosity 1,0 cst in cargo/slop tank.

Additionally, 1 pc FRAMO hydraulically driven pump, single stage, submerged deepwell pump, type TK 80, with the capacity 70 m³/h and viscosity 1,0 cst to be kept on board.

The material of the cargo/slop pumps stainless steel 316L, PTFE where necessary.

The pumps are able to discharge high density and high viscosity substances.

The system allows 4 cargo pumps to run simultaneously.

Maximum discharge rate is 1400 m³/h.

2 fixed tank cleaning machines type Scanjet in each cargo tank.

1 portable tank cleaning machine type Scanjet.

14 cargo grades with complete segregation. 6, 8 and 10 inch cargo lines, all stainless steel, 14 manifold connections on each side. 2.400 m³/hr maximum loading rate.

SAAB tank radar system. Closed loading and ullaging in all tanks.

High level alarms in all tanks.

Inert Gas generator, with capacity of 1.750 m³/at 0,15 bar.

BALLAST SYSTEM

13 segregated ballast tanks of 3.124 m³ total, equal to 45 % of ship's summer deadweight.

Two ballast pumps, FRAMO SB 200. Each pump has the capacity of 500 m³/h at 20 mwc, specific gravity of 1.025 with viscosity 1.0 cst. One ejector driven by both ballast pumps is installed.

ACCOMMODATION

The accommodation area is arranged for 17 personnel and 1 pilot. Ten (10) single berth, six (6) double berth cabins and 3 suits are provided. Accommodation includes hospital. Lifesaving equipment is arranged for 19 persons.