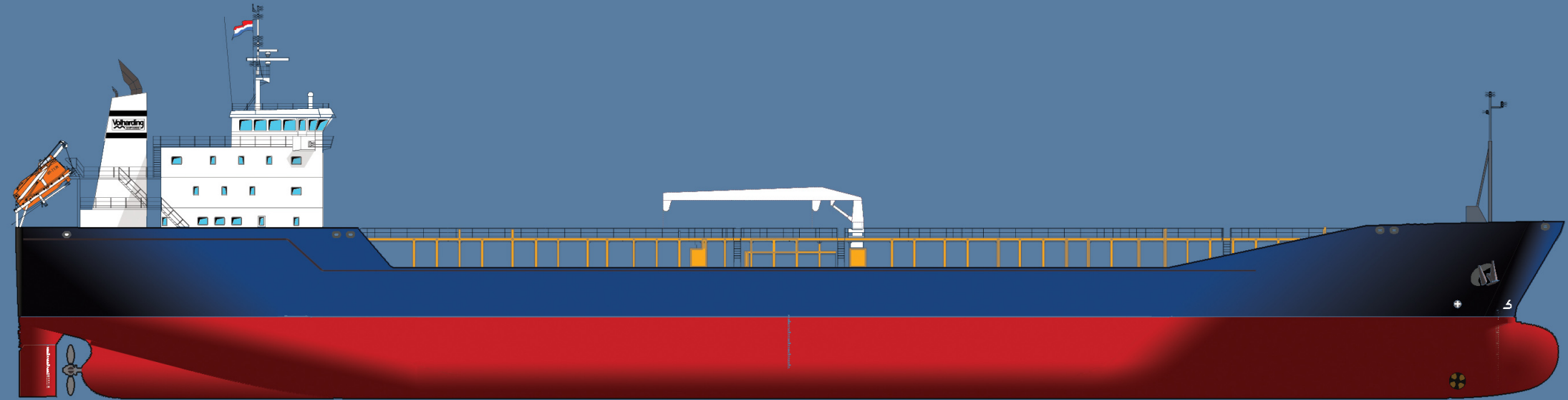


# 14,000 TDW Chemical / Oil Tanker

high-cubic, shallow draught, ice-class tanker



## principal dimensions

- length o.a.	abt. 143.00 m
- length bpp	abt. 135.00 m
- breadth mld	23.10 m
- depth to main deck	11.80 m
- design draught	7.50 m
- deadweight design	abt. 14,000 ton
- tonnage	abt. 10,500 GT

## tank capacity

- cargo tanks	abt. 18,600 m <sup>3</sup> (100%)
- slop tank	abt. 420 m <sup>3</sup> (100%)
- ballast water	abt. 7,480 m <sup>3</sup>
- heavy fuel oil	abt. 780 m <sup>3</sup>
- gas oil	abt. 160 m <sup>3</sup>
- potable water	abt. 160 m <sup>3</sup>
- technical freshwater	abt. 200 m <sup>3</sup>

## cargo tanks

Twelve coated cargo tanks and two slop tanks suitable for cargo with a maximum temperature of 65°C and a specific gravity of 1.025 t/m<sup>3</sup>

## classification

class : GL +100A5, E3, Chemical Tanker Ship  
Type 2, Oil Tanker, ESP, MC E3, AUT, INERT  
flag : Marshall Islands  
rules : SOLAS, MARPOL, IBC, USCG, OCIMF,  
FOSFA

## speed

A fully loaded speed of 14 knots shall be obtained with 90% MCR and 300 kW shaft alternator load.

## cargo loading and discharge

- maximum discharge rate : 2,400 m<sup>3</sup>/h in total  
- maximum loading rate : 700 m<sup>3</sup>/h per tank  
- number of segregations : eight segregations  
with double separation

## manifold crossover arrangement

- cargo: 6x DN200 / 2x DN150  
- slop tank 1x DN100  
- vapour return 1x forward / 1x aft  
- heavy fuel oil 1x  
- gas oil 1x

## cargo pumps

Each cargo tank shall be provided with a centrifugal deepwell pump driven by a frequency controlled electric motor; capacity 300 m<sup>3</sup>/h at 120 mlc. Furthermore two slop pumps of 80 m<sup>3</sup>/h and one portable emergency pump of 70 m<sup>3</sup>/h.

## cargo related equipment

- inert gas generator 3,000 m<sup>3</sup>/h  
- manifold crane of 3 ton SWL at 18 m reach  
- fresh water evaporator 20 ton/day  
- two cargo tank fans of 10,000 m<sup>3</sup>/h each  
- two thermal oil boilers of 3,000 kW each  
- thermal oil exhaust gas economizer on main engine  
- two tank washing machines in each cargo tank and one in each slop tank  
- two deepwell ballast pumps in the cargo area of 500 m<sup>3</sup>/h each

## accommodation

Modern, attractive and air-conditioned accommodation for a complement of twenty in eighteen cabins shall be created in the three-tier deckhouse aft.

## propulsion / manoeuvring

Main propulsion consists of an approx. 6,000 kW four stroke diesel engine driving a 4,500 mm diameter CP Propeller through a reduction gearbox. Through a PTO/PTI on the gearbox an alternator is driven which can also act as emergency propulsion motor. An 800 kW bow thruster with frequency controlled electric motor will be fitted.

## electrical generating plant

- main power distribution at 3x 440 Volts / 60 Hz.  
- three diesel driven alternators of 625 kVA at 1,800 rpm.  
- one emergency diesel alternator of 150 kVA at 1,800 rpm.  
- one shaft alternator of 1,500 kVA at 1,800 rpm.

## deck equipment / life saving

2 el. hydr. windlasses on foreship, 1 el. hydr. mooring winch aft, 1 el. hydr. anchor / mooring winch aft, 3 liferafts, 2 on aftship and 1 on foreship, 1 free-fall lifeboat, 1 rescueboat