



Brøvigtank AS

**SHIP PARTICULARS****BRØVIG MISTRAL**

<b>Built by</b>	<b>CSIC Chongqing Chuandong Shipbuilding Co., Ltd., PRC. Hull No.: HT0122</b>		<b>Cargo pipes material</b>	AISI 316L, Class 1.
<b>Delivery</b>	October 2011		<b>Type of cargo heating</b>	Steam, AISI 316L coils, 170 °C
<b>Ship type</b>	Tanker for Oil/Chemical IMO II		<b>Ballast seg. Tanks/100 %</b>	2076,17 m <sup>3</sup>
<b>Class</b>	BV (Bureau Veritas) Class notat.: BV 1 + HULL + MACH Oil Tanker/ Chemical Tanker ESP, Unrestr. Navig., ICE CL. IC AUT/UMS Mon shaft Clean Ship		<b>Ballast tanks coating</b>	Modified Epoxy 2 x 200 my
<b>Head Owner</b>	Brøvig Stainless AS		<b>HFO 380 cSt tks cap/100 %.</b>	313,080 m <sup>3</sup>
<b>Tech. Manag.</b>	Brøvigtank AS		<b>MDO tanks cap/100 %.</b>	53,93 m <sup>3</sup>
<b>Call sign</b>	V7WV7		<b>Fresh water/100%</b>	65,26 m <sup>3</sup>
<b>IMO No.</b>	9566758		<b>C.W.T P/S tk cap/100 %.</b>	130,260 m <sup>3</sup>
<b>Flag</b>	Marshall Island		<b>Lub oil tanks/100 %</b>	15,39 m <sup>3</sup>
			<b>Other tanks</b>	55,600 m <sup>3</sup>
<b>DWT scant. (summer, approx.)</b>	4461	mt	<b>Cargo pumps</b>	FRAMO deep well pumps 10 x 200 m <sup>3</sup> /h and 2 x 120 m <sup>3</sup> /h
<b>Draft (Approx.)</b>	6,00	m	<b>Portable cargo pump</b>	1 x FRAMO, 70 m <sup>3</sup> /h, AISI 316
<b>L.O.A.</b>	90,90	m	<b>Load / Unloading max.</b>	800 (4 pumps) m <sup>3</sup> /h
<b>L.B.P.</b>	85,00	m	<b>Tank Cleaning pump</b>	1 x FRAMO, 50 m <sup>3</sup> /h at 7 bar.
<b>Breadth moulded</b>	15,60	m	<b>Fixed Tank W. machines</b>	Polarmarine - 2 machines/tank
<b>Depth moulded</b>	8,00	m	<b>Tank Radars</b>	Krohne Skarpenord
<b>Keel to top of mast</b>	28 m (Approx.)		<b>Nitrogen plant</b>	N2 Bottles, 65 ltrs x 24 Pcs
<b>Gross tonnage</b>	3327	t	<b>Ballast pump</b>	2 x FRAMO, 175 m <sup>3</sup> /h at 2,5 bar
<b>Net tonnage</b>	1357	t	<b>Hose crane midship</b>	2 mt @ 11 m
<b>Suez tonnage</b>	TBA	t	<b>Manifold arr't, OCIMF:</b>	
<b>Panama net</b>	TBA	t	<b>Cargo manifold loc.</b>	Mid of ship, ANSI stand.
			<b>Dist.centre manif. to bow/stern</b>	46,1 / 44,8 m (Approx.)
<b>Trial Speed (designed) at 100%</b>	12,8	knots	<b>Height above deck</b>	2710 (1st Layer) mm 3316 (2nd Layer) mm
<b>Final service speed and consumptions</b>	TBA after Sea Trial		<b>Dist. bridge to bow</b>	70,2 (Approx.) m
<b>Cargo tanks 98% :</b>			<b>Dist. bridge to stern</b>	20,7 (Approx.) m
<b>No.1 COT P</b>	303,918	m <sup>3</sup>	<b>Dist. bridge to manif.</b>	23,400 m
<b>No.1 COT S</b>	303,918	m <sup>3</sup>	<b>Dist. to ship side</b>	3,900 m
<b>No.2 COT P</b>	607,453	m <sup>3</sup>	<b>Dist. between manif.</b>	700 mm
<b>No.2 COT S</b>	611,412	m <sup>3</sup>	<b>Parallel body I./laden</b>	48 m (Approx.)
<b>No.3 COT P</b>	631,757	m <sup>3</sup>	<b>Parallel body I./ballast</b>	32 m (Approx.)
<b>No.3 COT S</b>	635,373	m <sup>3</sup>	<b>Main engine</b>	Mak 8M25, 2640 KW at 750 rpm
<b>No.4 COT P</b>	612,226	m <sup>3</sup>	<b>Aux. engines</b>	3 x MWM licence, 360 KW at 1200 rpm/60 Hz
<b>No.4 COT S</b>	608,600	m <sup>3</sup>	<b>Shaft Gen.</b>	AEM, SE 315 LL4, 500 kVA at 1800 rpm
<b>Sub. Total (8 C.T.)</b>	<b>4314,657</b>	m <sup>3</sup>	<b>Redundancy Prop. System</b>	PTI/PTO
<b>SLOP P</b>	273,342	m <sup>3</sup>	<b>Bow thruster</b>	1 x Schottel, Framo hydraulic operated, 250 KW
<b>SLOP S</b>	269,725	m <sup>3</sup>	<b>Rudder</b>	Flap type.
<b>Grand total (8 C.T. + 2 S.T.)</b>	<b>4857,724</b>	m <sup>3</sup>	<b>Exh. Gas Boiler</b>	1 x 650 kg/h
<b>Segregated Cargo grades</b>	10 nos.		<b>Aux. boiler</b>	1 x 5000 kg/h
<b>Specific gravity up to full tanks</b>	1,54	mt/m <sup>3</sup>	<b>FWG (incl. UV&amp;RH filters)</b>	Alfa Laval
<b>Stainless Steel tanks : 8 + 2 nos. DUPLEX (Solid type)</b>				