



Brøvigtank AS

## SHIP PARTICULARS

BRØVIG BARAT

|   |   |                |   |   |
|---|---|----------------|---|---|
| <b>Built by</b>   | <b>CSIC Chongqing Chuandong Shipbuilding Co., Ltd., PRC. Hull No.: HT0119</b>   |                | <b>Cargo pipes material</b>             | AISI 316L, Class 1.   |
| <b>Delivery</b>   | 24. Feb 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)<br>Class notat.: BV 1 + HULL + MACH Oil Tanker/<br>Chemical Tanker ESP, Unrestr. Navig., ICE CL. IC<br>AUT/UMS Mon shaft Clean Ship |                | <b>Ballast tanks coating</b>            | Modified Epoxy 2 x 200 my   |
| <b>Head Owner</b>   | Brøvigtank 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>  | V7VT5   |                | <b>Fresh water/100%</b>                 | 65,26 m <sup>3</sup>  |
| <b>IMO No.</b>  | 9518799   |                | <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<br>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>  | 3269  | 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<br>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<br>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<br>1800 rpm   |
| <b>Sub. Total (8 C.T.)</b>                                    | <b>4314,657</b>   | m <sup>3</sup> | <b>Redundancy Prop. System</b>          | PTI/P TO  |
| <b>SLOP P</b>   | 273,342   | m <sup>3</sup> | <b>Bow thruster</b>                     | 1 x Schottel, Framo hydraulic<br>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> |   |                |   |   |