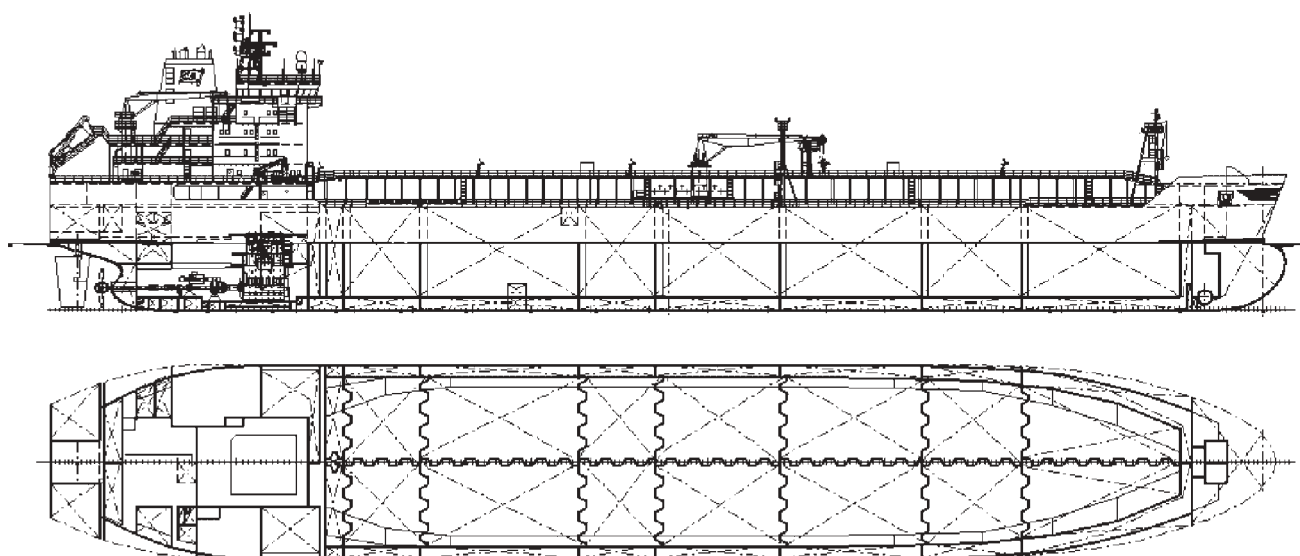


# ***Tanker For Chemicals, Oil and Oil Products***

*24,000 DWT*



Name:	m/t ADMIRAL	Length overall (extreme)	167.67 m
Owner / Flag:	MT Admiral Schiffahrtsgesellschaft / Gibraltar	Length between perpendiculars	160.80 m
Builder / Yard:	Shipyards 3.MAJ / 680	Breadth, moulded	26.40 m
Delivered:	2002, 2003	Depth, moulded to upper deck	13.812 m
Sister ships:	681, 683, 687	Design draught (extreme)	9.017 m
Classification:	GERMANISCHER LLOYD ⚡ 100 A5 E2 Chemical Tanker Type 2, Oil Tanker, NAV- 0, IW, ESP, ERS ⚡ MC E2, AUT INERT, RP1	Deadweight at design draught (9.017 m)	23,337 t
Designed by:	Shipyards 3.MAJ	Summer draught (extreme)	9.187 m
		Deadweight at summer draught (9.187 m)	23,998 t
		Main engine 3. MAJ - SULZER 6 RTA 48 T-B	
		CMCR	7,850 kW at 127 min <sup>-1</sup>
		Trial speed with 6,600 kW (84% CMCR)	
		at design draught	15.42 knots

**Capacities (100%):**

Cargo tanks (slop included)	30,113 m <sup>3</sup>
Retention tank	45 m <sup>3</sup>
Ballast tanks	11,894 m <sup>3</sup>
Washing water tanks	277 m <sup>3</sup>

**Provisions**

Heavy fuel oil	1,033 m <sup>3</sup>
Diesel oil	267 m <sup>3</sup>
Lubrication oil	54 m <sup>3</sup>
Fresh water	180 m <sup>3</sup>

Cargo unloading time	abt. 10 hours
Consumption of HFO	31.2 t/day
Cruising range	abt. 10,000 nautical miles
Crew complement	22 crew + 2 pilots + 4 Suez / repair men

The vessel is double hull tanker for oil and oil products and IMO type 2 tanker for chemicals. Cargo space is divided into seven pairs of cargo tanks, one pair of slop tanks and one retention tank. The structure of cargo tanks is designed for cargo density of 1,025 t/m<sup>3</sup> in completely filled tanks and for cargo density up to 1.55 t/m<sup>3</sup> in partially filled tanks with filling height corresponding to the density ratio, including zig-zag and alternate loading. The structure of the cargo tanks No. 4 P&S and 5 P&S is designed for cargo density of 1.55 t/m<sup>3</sup> in completely filled tanks.

Double hull consists of seven pairs of double bottom / double side water ballast tanks. Cofferdams are provided between fuel oil tanks and shell plating. Hull and machinery are designed to comply with requirements for navigation in ice. The ship's hull is specially equipped for in-water surveys.

Engine room is equipped for unattended operation. Redundant propulsion system is arranged by PTO generator working as PTI motor (electric power of 1260 kW) driving CP propeller through tunnel shaft gear.

**Painting:**

Cargo tanks - modified epoxy  
Ballast tanks - light colour epoxy

**Cargo equipment:**

Independent pipeline from each cargo tank pair and one line from slop and retention tank arranged to cross-over manifold, giving a total seven cargo crossovers, slop crossover and one common line.

Hydraulically driven submerged cargo pumps:

- Cargo tanks: 350 m<sup>3</sup>/h at 110 mlc
- Slop tanks: 100 m<sup>3</sup>/h at 110 mlc
- Retention tank: 100 m<sup>3</sup>/h at 110 mlc
- Portable pump: 150 m<sup>3</sup>/h at 70 mlc

Four electrically driven hydraulic power units, each of 325 kW.

Cargo pumps and pipes are of stainless steel AISI 316.

Cargo tanks heating with deck heaters. Slop and residual tanks heating with heating coils.

Inert gas generator, capacity 3,750 m<sup>3</sup>/h.

Fixed tank cleaning machines for cargo and slop tanks, capacity 20 m<sup>3</sup>/h at 10 bar.

One tank cleaning pump, 100 m<sup>3</sup>/h at 130 mlc.

One electro-hydraulic cargo hose handling crane, 100 kN SWL.

**Steam plant:**

- One oil fired boiler, steam capacity 12 t/h at 7 bar
- One composite boiler, steam capacity 1.2 t/h (exhaust gas section) and 1.5 t/h (oil fired section) at 7 bar

**Auxiliary engines plant:**

- Three diesel generators sets, 3 x 1,020 kW
- One emergency diesel generator set, 218 kW
- One PTO generator, transmitting power of 1,260 kW from ME

