

SIRIUS REDERI AB



M/T Nautilus

Double hull product tanker

General

Name	M/T Nautilus
Call sign	SFYT
Flag	Sweden
Home port	Donsö
Built	1991 Krimpen a/d Ijssel, Holland .Reubuild 2002 I Fredericia Danmark.
Class notation	Germanischer Lloyd +100 A5E3 ESP Oiltanker Ice Class Swedish/Finnish 1 A
IMO number	8821759
Trading area	Word Wide
Gross tonnage	4609
Nett tonnage	1662
Deduction, SBT	1042
Hull	Double sides, Double bottom

Main Dimensions

Summer dw.a.t.	7030 mtons 7.10 m draft
Winter dw.a.t.	6828 mtons 6.961 m draft
Lenght b.p.	94.44 m
Lenght o.a.	99.5 m
Breadth	17.11m
Draft	7.10 m even keel
Air draft	24.5 m in Ballast condition
Bunker capacity fueloil	420 m3
Bunker capacity dieseloil	39 m3
Ballast water capacity	3667 m3
TPCM	14.95 mtons/cm

Tank Layout

Total cap.cargo tanks	(basis 98 pct filling): 1000,7 m3 in 3 epoxy coated center tanks, 6768,9 m3 in 4 Stainless steel Center tanks
Cargo tank layout	Center tanks 1-2-3-4-5-6-7.
Max. S.G.	Centre Tanks 1.025 - Higher SG possible with partly filled tanks.
Seperate drain tank	2 slop tanks of 56 m3
Manifold to deck	1,78 m
Manifold to stern	47,75m
Manifold to bow	51,80m
Manifold to rail	3,90m

Cargo Handling

Segregation	5 grades complete segregations by separate lines and pumps. 7 grades segregation by double valves but lines/pumps in common.
Cargo pumps	4 Framo Deepwell pumps, each 600 m ³ /hr - against 8 bar (separate pump/line and manifold to each center tank) 1 Framo Deepwell pumps 300 m ³ /hr - against 8 bar (separate pump/Line and manifold to centertank) 2 Framo Deepwell pumps 100 m ³ /hr – against 8 bar (1 portable emergency pump 70 m ³ /hr - against 7 bar.
Loading rate	1500 m ³ /hr in 1 separated lines/tanks
Discharging rate	2000 m ³ /hr against 8 bar
Loading by sucking	No
Heating capacity	Primary and secondary thermaloil system with stainless steel coils as 316 L. Cargo holding temp 70°C at 0°C seateremp and – 20°C in airtemp, heating up cargo from 44°C to 66°C within 96 hr
Tank cleaning system	2-6 Fixed tank washing machines for hot water in each tank, seawater / freshwater, capacity 80 m ³ /h. Technical FW tank, 82 m ³ for tank washing water.
Cargo lines	All cargo lines from centre tanks to manifold are stainless steel diameter 100 mm/4". All cargo lines from wing tanks to manifold are of mild steel and diameter 100mm/4".
Tank coating	Cargotanks 1-3-5 Epoxy International TC-900, 2-4-6-7 Stainless steel
Cargo control system / Closed Loading	All cargo handling and monitoring by computers (SAAB) from cargo control room. Closed loading system (acc.to SOLAS 74/8 reg.59) by vapour returnlines and high high level alarms.
Gas freeing	1 Fixed gas freeing fan with a capacity of 25000 m ³ /hr
Hose handling crane	1 crane 15m 1.2 tons Hosehandling1 crane for Lifeboat 4.1tons

Main and Auxiliary machinery

Main engine	Bergen diesel BRM-8 3235 kw (4400 hk)
Propeller	Controllable - Pitch Propeller. (4 blade A-clockwise)
Bow thruster	Ulstein 500 kW
Auxiliary engines	Two mitsubishi S6R-MPTA, 2x775hk 1800rpm 1 Shaft generator 900kw
Speed/Bunker consumption	At sea ballast: 13 knots on 11,5tons HFO At sea loaded (No heating): 12.5 knots on 11.5tons HFO Loading: 1.0 Go 0.6 HFO Discharging: 3.0 Go 0.6 Hfo

Navigation and communication equipment

Radar	Furuno Radar ARPA, Recal Decca Radar.
Electronic Chart System	Transas Electronic Chart System
GMDSS	Scanti SSB Station
(D)GPS	Furuno GP-800 GPS
Autopilot	C. Plath Navigat VIII
Depth sounder with recorder	Skipper ED 161
Navtex	Lokata Navtex 2
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