OUR NEXT GENERATION

THE MOST ENVIRONMENT FRIENDLY PRODUCT TANKERS

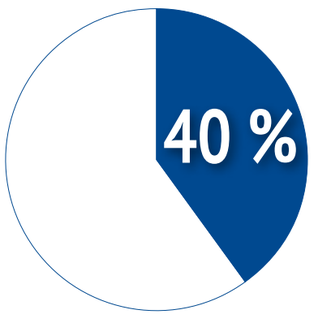
MEMBER OF GOTHIA TANKER ALLIANCE

THE BEST WAY TO CARE FOR ENERGY AND EMISSION THE ENVIRONMENT IS TO OFFER REDUCING SOLUTIONS.

FURETANK provides full technical and commercial management with focus on environment and efficiency.

Together with our partners, we have developed climate smart vessels that meet future needs and requirements.

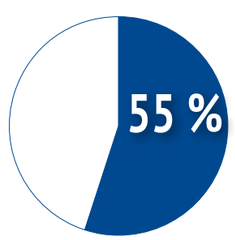
ENERGY EFFICIENCY



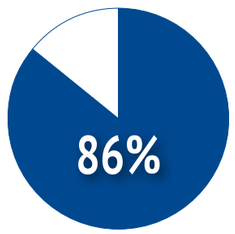
FUEL REDUCTION

Compared to a vessel with same size built 2006, speed 12 knots.

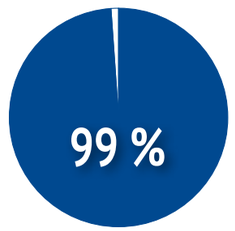
EMISSION REDUCTION



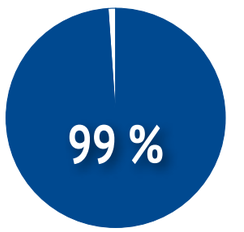
CO_2 *)



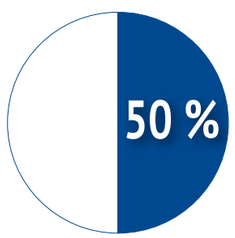
NOx



SOx



PARTICLES



NOISE

*) *CO_2 can be eliminated if biogas is used*

WE DO NOT ONLY WANT TO FOLLOW THE DEVELOPMENT, WE WANT TO BE PART OF CREATING IT.

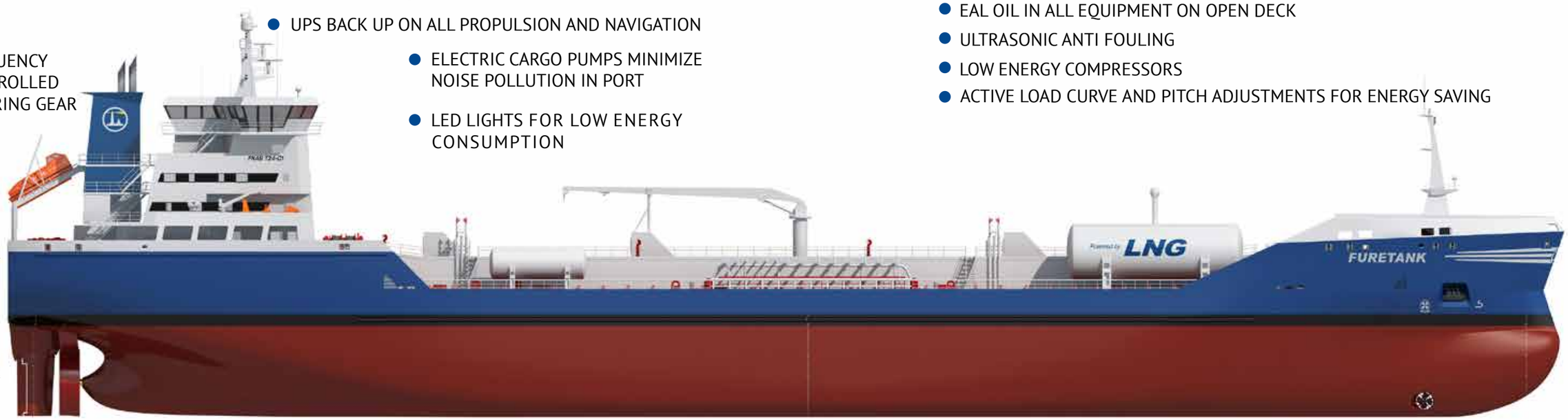
- TIER III COMPLIANCE
- LNG AS FUEL AT SEA AND IN PORT
- SCR ON AUXILIARY ENGINES
- INERT GAS ON LNG

- HIGH ENERGY CLASS ELECTRICAL MOTORS
- VFD PRESSURE CONTROLLED ENGINE ROOM FANS
- ENERGY EFFICENT VENTILATIONS
- FLOATING FREQUENCY FOR PROPELLER EFFICIENCY
- UPS BACK UP ON ALL PROPULSION AND NAVIGATION
- ELECTRIC CARGO PUMPS MINIMIZE NOISE POLLUTION IN PORT
- LED LIGHTS FOR LOW ENERGY CONSUMPTION

- FULLY EQUIPPED FOR ST LAWRENCE
- REMOTE ANCHORING FROM BRIDGE
- HIGH FOCUS ON WORK ENVIRONMENT
- CHEMICAL FREE BALLAST WATER TREATMENT
- EAL OIL IN ALL EQUIPMENT ON OPEN DECK
- ULTRASONIC ANTI FOULING
- LOW ENERGY COMPRESSORS
- ACTIVE LOAD CURVE AND PITCH ADJUSTMENTS FOR ENERGY SAVING

- FREQUENCY CONTROLLED STEERING GEAR

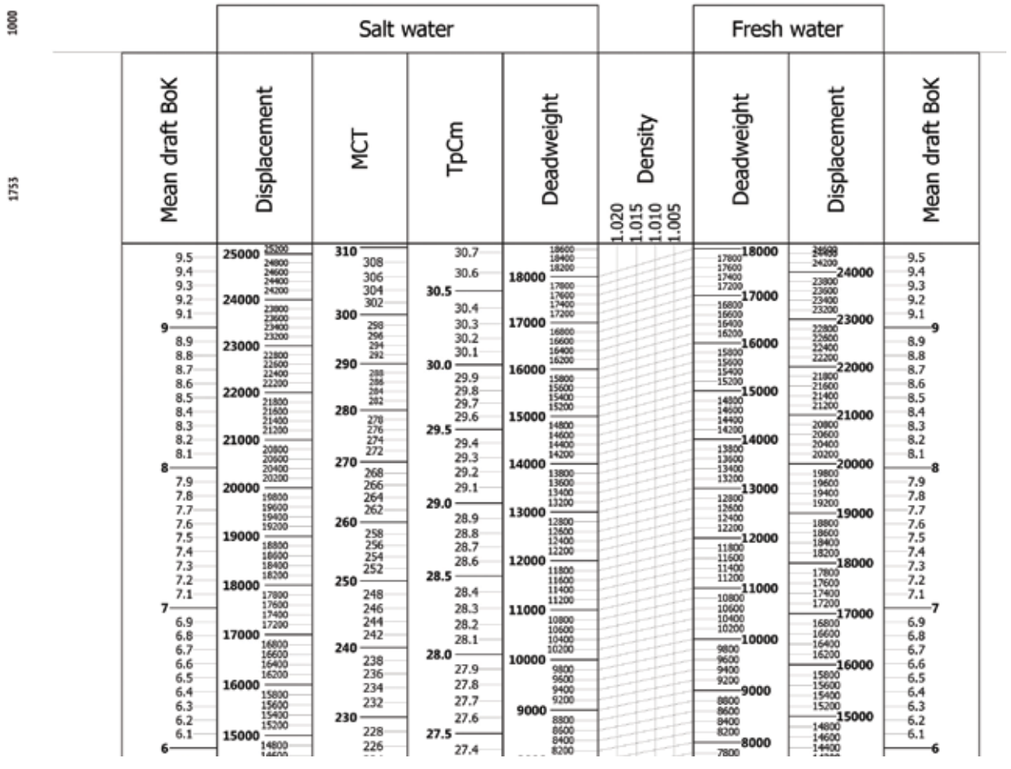
- HIGH EFFICIENCY TWISTED LEAD RUDDER WITH PROPELLER BULB



- PROPELLER NOZZLE MINIMIZE REQUIRED ENGINE OUTPUT - ICE CLASS 1A
- PROPELLER NOZZLE REDUCE NOISE LEVEL
- CLASS NOTE AVM-APS ALTERNATIVE PROPULSION SYSTEM

- STEAM BOILERS WITH EXHAUST HEAT RECOVERY FROM ME AND ALL AUX ENGINES
- HEAT RECOVERY FROM COOLING WATER
- VGP COMPLIANCE FOR ALL OIL TO WATER INTERFACE

- NEW LOW DRAG HULL DESIGN
- HIGH PERFORMANCE ANTI FOULING FOR LOW FRICTION



LAKE MÄLAREN (NEW SÖDERTÄLJE CANAL)	7,0 M	10600 TDW
ÖRESUND/DROGDEN	7,7 M	12900 TDW
MANCHESTER CANAL	7,9 M	13000 TDW
DESIGN	8,9 M	16300 TDW
SUMMER	9,4 M	18200 TDW

CARGO TANKS SPEC. GR. 1.5	VOLUME 100 %
CARGO (SLOP) TANK 1 SB	667 M^3
CARGO TANK 1 P	674 M^3
CARGO TANK 2 SB	1924 M^3
CARGO TANK 2 P	1917 M^3
CARGO TANK 3 SB	1759 M^3
CARGO TANK 3 P	1766 M^3
CARGO TANK 4 SB	2104 M^3
CARGO TANK 4 P	2098 M^3
CARGO TANK 5 SB	2097 M^3
CARGO TANK 5 P	2104 M^3
CARGO TANK 6 SB	1598 M^3
CARGO TANK 6 P	1598 M^3
CARGO TANKS TOTALLY	**20306 M^3**

CLASS
BUREAU VERITAS (BV) DUAL FUEL (LNG), +HULL, +MACH, OIL TANKER, CHEMICAL TANKER, ESP, UNRESTRICTED NAVIGATION, ICE CLASS 1A, AUT-IMS, SYS-IBS-1, MIN-SHAFT, VCS, INWATER SURVEY, CLEAN SHIP, EWCT, BWT, AVM-APS, IG

DESIGN
FKAB MARINE DESIGN
LOW DRAG HULL DESIGN

SERVICE SPEED
12 KNOTS

FUEL CONSUMPTION
8,2 TON LNG
WITH SHAFT GENERATOR CONNECTED

PARTICULARS

LENGTH OVER ALL	149,9 M
BREADTH	22,8 M
DEPTH	12,1 M
DRAFT DESIGN	8,9 M
DRAFT SUMMER	9,4 M
KEEL TO TOP OF MAST	40,3M

TONNAGE

DWT DESIGN	16,300 T
DWT SUMMER	18,200 T
GRT	12595 T
NRT	5837 T

TANKCAPACITY

CARGO 98 %	19,900 M^3
BALLAST	7400 M^3
LNG	600 M^3
HFO	540 M^3
DO	170 M^3
FRESH WATER	50/300 M^3

CARGO HEATING
HEAT EXCHANGER

STEAM BOILERS	9,5 STEAM TON/H

CARGO PUMP
ELECTRIC DEEP WELL PUMPS

CARGO PUMPS	12X300 M^3/H
SLOP PUMPS	300 M^3/H
BALLAST PUMPS	2X500 M^3/H
DISCHARGE CAP	1800 M^3/H

MAIN ENGINE

WÄRTSILÄ 9L34DF	4500 KW

AUXILIARY ENGINES

WÄRTSILÄ 688W4L20	688 KW
WÄRTSILÄ 1600W9L20	1600 KW

BOW THRUSTER

BRUNVOLL FU63LTC1750	850 KW

INERT GAS SYSTEM

FUEL	LNG/DIESEL
CAPACITY	2250 M^3/H

BALLAST WATER TREATMENT
ALFA LAVAL PURE BALLAST

DESCRIPTION OF POINTS

TIER III COMPLIANCE
International Maritime Organization (IMO) highest emission classification.

LNG AS FUEL AT SEA AND IN PORT
Inert gas generator can be operated on LNG, for clearner emisssions.

SCR ON AUXILIARY ENGINES
Selective Catalytic Reactors (SCR) are installed, reducing NOx emissions.

INERT GAS ON LNG
Inert gas generator will have the possibility to be operated on LNG, for cleaner emissions.

FREQUENCY CONTROLLED STEERING GEAR
A more efficient way to operate the actuation of the rudder.

HIGH EFFICIENCY TWISTED LEAD RUDDER WITH PROPELLER BULB
A special kind of rudder design that aims to minimize drag while optimizing stability and efficiency.

PROPELLER NOZZLE MINIMIZE REQUIRED ENGINE OUTPUT - ICE CLASS 1A
With a propeller nozzle fitted the propeller will deliver approximately 25% more pull.

PROPELLER NOZZLE REDUCE NOISE LEVEL
Propeller Nozzle will also reduce the underwater noise that is emitted from the propeller.

CLASS NOTE AVM-APS ALTERNATIVE PROPULSION SYSTEM
AVM-APS is a classification notation for assisted propulsion, secondary propulsion system.

ENERGY CLASS ELECTRICAL MOTORS
All electric motors on board has the highest possible energy efficiency class.

VFD PRESSURE CONTROLLED ENGINE ROOM FANS
The engine room fans are automatically controlled in order to minimize energy consumption.

ENERGY EFFICIENT VENTILATIONS
All ventilation systems are designed to consume a minimum amount of energy.

FLOATING FREQUENCY FOR PROPELLER EFFICIENCY
Technical solution that make it able to run the propeller at a variable speed, resulting in reduced energy consumption.

UPS BACK UP ON ALL PROPULSION AND NAVIGATION
The electrical system have a battery backup that will minimize the risk of a blackout, resulting in improved safety.

CHEMICAL FREE BALLAST WATER TREATMENT
Ballast water treatment that is not using any chemical additives.

ULTRASONIC ICAF
Anti fouling system for box coolers that uses ultrasonic sound waves to deter organisms from growing inside the box coolers.

VGP COMPLIANCE FOR ALL OIL TO WATER INTERFACE
All systems containing oil that potentially can be leaking into the sea are filled with biodegradable oils.

LED LIGHTS FOR LOW ENERGY CONSUMPTION
All lights on board where possible are of LED type.

REMOTE ANCHORING FROM BRIDGE
The anchors are able to be released from bridge.

ACTIVE LOAD CURVE AND PITCH ADJUSTMENT FOR ENERGY SAVING
A way to optimize the propeller RPM and pitch depending on cargo condition.

EAL OIL IN ALL EQUIPMENT ON OPEN DECK
EAL is an biodegradable oil.