

OUR NEXT GENERATION THE MOST ENVIRONMENT FRIENDLY PRODUCT TANKERS



MEMBER OF
GOTTHIA TANKER ALLIANCE

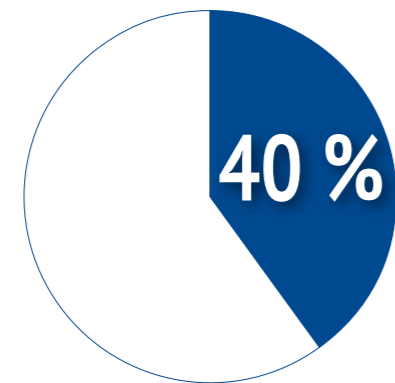


THE BEST WAY TO CARE FOR THE ENVIRONMENT IS TO OFFER ENERGY AND EMISSION REDUCING SOLUTIONS.

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

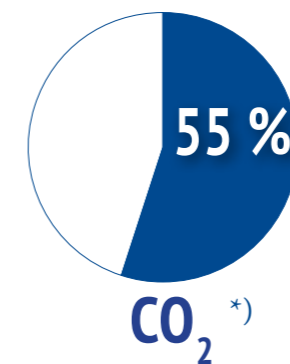
Together with our partners, we have developed climate smart vessels that meet future needs and requirements.

ENERGY EFFICIENCY

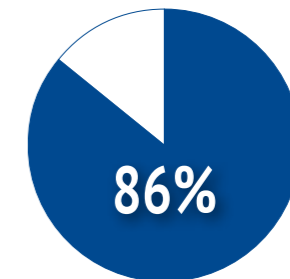


FUEL REDUCTION

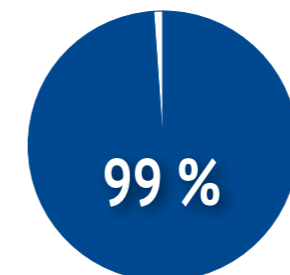
EMISSION REDUCTION



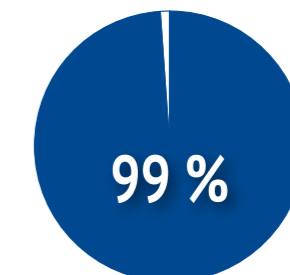
CO₂ *)



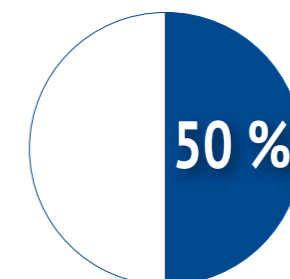
NO_x



SO_x



PARTICLES



NOISE

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

**) CO₂ can be eliminated if biogas is used*

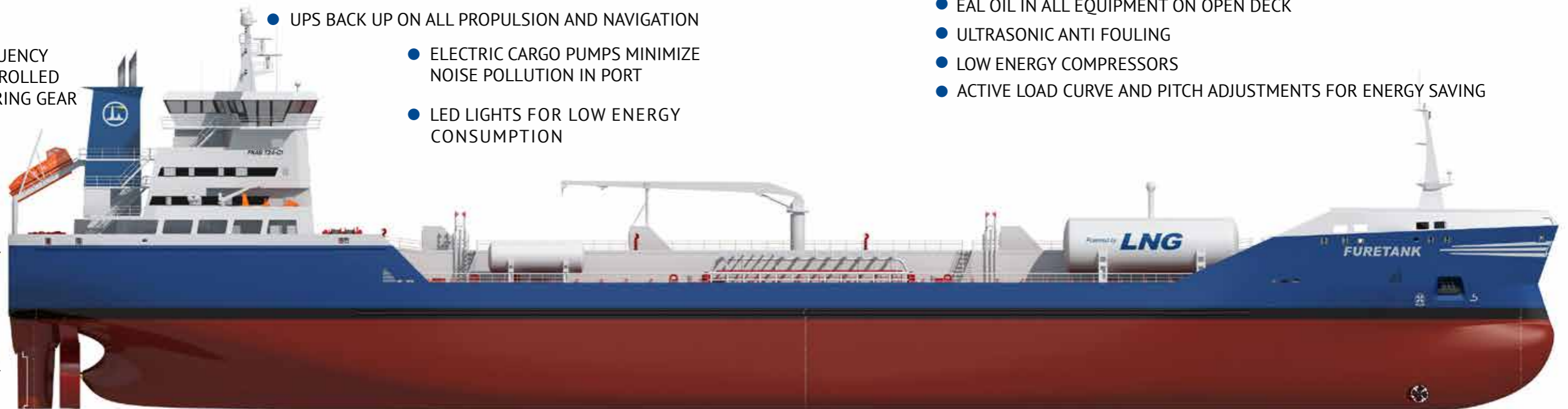
WE DO NOT ONLY WANT TO FOLLOW THE DEVELOPMENT, WE WANT TO BE PART OF CREATING IT.

- 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 EFFICIENT VENTILATIONS
- FLOATING FREQUENCY FOR PROPELLER EFFICIENCY
- UPS BACK UP ON ALL PROPULSION AND NAVIGATION
- 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

- ELECTRIC CARGO PUMPS MINIMIZE NOISE POLLUTION IN PORT
- LED LIGHTS FOR LOW ENERGY CONSUMPTION

● 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

Mean draft Bok	Salt water				Density 1.020 1.015 1.010 1.005	Fresh water		Mean draft Bok
	Displacement	MCT	TpCm	Deadweight		Deadweight	Displacement	
9.5	25000	310	30.7	18000	18000	24000	9.5	
9.4	24600	306	30.6	18200	17600	24200	9.4	
9.3	24200	304	30.5	18400	17200	23800	9.3	
9.2	24000	302	30.4	18600	16800	23400	9.2	
9.1	23800	300	30.3	18800	16400	23000	9.1	
9	23600	298	30.2	19000	16000	22600	9	
8.9	23400	296	30.1	19200	15600	22200	8.9	
8.8	23200	294	30.0	19400	15200	21800	8.8	
8.7	23000	292	29.9	19600	14800	21400	8.7	
8.6	22800	290	29.8	19800	14400	21000	8.6	
8.5	22600	288	29.7	20000	14000	20600	8.5	
8.4	22400	286	29.6	20200	13600	20200	8.4	
8.3	22200	284	29.5	20400	13200	19800	8.3	
8.2	22000	282	29.4	20600	12800	19400	8.2	
8.1	21800	280	29.3	20800	12400	19000	8.1	
8	21600	278	29.2	21000	12000	18600	8	
7.9	21400	276	29.1	21200	11600	18200	7.9	
7.8	21200	274	29.0	21400	11200	17800	7.8	
7.7	21000	272	28.9	21600	10800	17400	7.7	
7.6	20800	270	28.8	21800	10400	17000	7.6	
7.5	20600	268	28.7	22000	10000	16600	7.5	
7.4	20400	266	28.6	22200	9600	16200	7.4	
7.3	20200	264	28.5	22400	9200	15800	7.3	
7.2	20000	262	28.4	22600	8800	15400	7.2	
7.1	19800	260	28.3	22800	8400	15000	7.1	
7	19600	258	28.2	23000	8000	14600	7	
6.9	19400	256	28.1	23200	7600	14200	6.9	
6.8	19200	254	28.0	23400	7200	13800	6.8	
6.7	19000	252	27.9	23600	6800	13400	6.7	
6.6	18800	250	27.8	23800	6400	13000	6.6	
6.5	18600	248	27.7	24000	6000	12600	6.5	
6.4	18400	246	27.6	24200	5600	12200	6.4	
6.3	18200	244	27.5	24400	5200	11800	6.3	
6.2	18000	242	27.4	24600	4800	11400	6.2	
6.1	17800	240	27.3	24800	4400	11000	6.1	
6	17600	238	27.2	25000	4000	10600	6	

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 M³

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 M³
BALLAST 7400 M³
LNG 600 M³
HFO 540 M³
DO 170 M³
FRESH WATER 50/300 M³

CARGO HEATING
HEAT EXCHANGER
STEAM BOILERS 9,5 STEAM TON/H

CARGO PUMP

ELECTRIC DEEP WELL PUMPS
CARGO PUMPS 12X300 M³/H
SLOP PUMPS 300 M³/H
BALLAST PUMPS 2X500 M³/H
DISCHARGE CAP 1800 M³/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 M³/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 cleaner emissions.

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.