

SOCATRA

# Hydra

SMALL TANKER



## DESCRIPTION

<b>Description :</b>	Oil tanker, Chemical tanker
<b>Built :</b>	2019 at Shipyard AVIC DINGHENG / CHINA
<b>IMO N° :</b>	9837341
<b>Flag :</b>	France
<b>Port of Registry :</b>	Marseille
<b>Call sign :</b>	FLUT
<b>Class :</b>	BUREAU VERITAS : I + HULL, + MACH, Oil Product / Chemical tanker IMO 2, ESP, Unrestricted navigation, AUT-UMS, AUT-PORT, SYS-NEQ, MON-SHAFT, INWATERSURVEY, CLEANSHIP, VCS, GREEN PASSPORT, ERS-S, IG, AVM-APS, SPM
<b>Register N° :</b>	32275J
<b>Hull N° :</b>	AD0032

## MAIN CHARACTERISTICS

<b>Length overall :</b>	116,00 m
<b>Length BP :</b>	113,50 m
<b>Moulded breadth :</b>	18,00 m
<b>Moulded Depth :</b>	9,20 m
<b>Interntl gross tonnage :</b>	5 783
<b>Interntl net tonnage :</b>	2 632
<b>Deadweight</b>	abt 7950 T

## MACHINERY

<b>Main Engine :</b>	Mak 6M32E 3300kW x 750rpm (Tier III) Controllable pitch propeller
<b>Electric Power :</b>	3 x 595kW x 1800 rpm A.C three phases, 450V, 60Hz.
<b>Bow Thruster :</b>	One (1) electric driven, CPP tunnel thruster, rated capacity 400 kW, 4 bladed, Ni-Al bronze
<b>Rudder :</b>	Flap Becker type
<b>Boilers :</b>	<ul style="list-style-type: none"> <li>• Two (2) Oil-fired thermal oil heaters, in principle each one covering 50% of the maximum heat request. i.e. 2100 kW each,</li> <li>• One (1) exhaust-gas heated thermal oil heater of 600 kW power with ME running at 90% MCR</li> </ul>

## CARGO

<b>Stern manifold :</b>	1 stern discharge manifold (IMO 2 products) with hose handling crane capacity 1,5Tons
<b>Cargo Tanks :</b>	12 cargo tanks + 2 slop tanks ( total capacity abt. 9,200 m3 at 100%)
<b>Segregation :</b>	<ul style="list-style-type: none"> <li>• Six (6) COT + one(1) slop</li> <li>• Simultaneous discharge of six (6) grades via separate pumps, and manifolds.</li> <li>• Simultaneous loading of six (6) grades over manifolds and direct drop lines to cargo tanks.</li> </ul>
<b>Cargo Heating :</b>	Two (2) Cargo heating medium pressurized hot water, heat exchanger with thermal oil system. Maintaining temperature: Cargo full load, HFO Maximum holding temp. 70°C Ambient air temp.+2°C Seawater temp. +5°C Temperature rising: Cargo full load, HFO Full cargo tanks: from 44°C to 70°C in 96 hours Full slop tanks: from 15°C to 70°C in 24 hours Ambient air temp. +2°C Seawater temp. +5°C
<b>Cargo Pumps :</b>	Twelve (12) submerged centrifugal pumps, capacity : 200m3/h each. Design pumping criteria pressure head: 110mLc at pump outlet with cargo S.G. 0.8 t/m3, 1.0 cst -Maximum discharge rate 1200m3/h at 110mLc, S.G. 0.8 t/m3, 1.0 cst -Maximum loading rate Total 1800 m3/h, 300m3/h per tank
<b>Tank Coating :</b>	Cargo tanks: Phenolic epoxy - Ballast tanks: Tar free epoxy
<b>Ballast :</b>	Capacity abt. 3,000 m3, Segregated ballast in double hull. Ballast water treatment sytem plant
<b>Tank Cleaning:</b>	Two (2) fixed programmable tank cleaning machines for each cargo tank and one(1) for each slop tank
<b>Cargo control:</b>	Radar type for pressure and temperature with remote readout in C.C.R. for each cargo and slop tank
<b>Cranes:</b>	1 hose handling crane Type Cylinder luffing and slewing crane Capacity 5 tons at 14.5m meters jib