

'Erria Anne'



A 4,710DWT chemical tanker from a Turkish builder

'Erria Anne' is a single screw, diesel-driven, double-bottom tanker built in Turkey by the Düzgit Group for the carriage of a variety of chemical and oil product cargoes.

The IMO Type II vessel has been classified by Bureau Veritas and has received the notation IMO II chemical/oil tanker, unrestricted navigation, ice-class I-C, AUT-UMS, Clean, AVM-APS, in-water survey, non-shaft, VCS, cargo control.

Measuring 99.9 metres in overall length, the vessel has been built with one continuous single deck from bow to stern, topped aft with a three-tier accommodation block and wheelhouse located above poop deck. Her 15-metre beam and depth to main deck of 7.4 metres encompasses an internal cargo tank volume of 5,191.65m³. Her hull is subdivided into 12 separate cargo tanks by five main transverse bulkheads and a single longitudinal centreline bulkhead in the cargo area.

The cargo tanks are heated via stainless steel heating coils are arranged so that dirty and clean products of certain volume, with or without heating, can be carried simultaneously. Hydraulic cargo pumps, each with a capacity of 220m³ per hour are fitted within each tank, allowing for a maximum combined unloading rate of 880m³ per hour. A single 5.0-tonne SWL crane is fitted on deck to handle the vessel's cargo hoses.

A cargo control console is fitted to allow the remote operation of all cargo and ballast pumps and valves to ensure safe and efficient loading and discharge of cargo.

'Erria Anne' is powered by a single MaK 8M25 eight-cylinder, medium speed engine outputting 2,640kW at 750rpm. It drives a four-bladed controllable pitch propeller via a gearbox of ratio 4.7:1 and fitted with a clutchable power take-off (PTO) of 960kW at 1,800rpm.

Steering is via a flapped style rudder operated using an electro-hydraulic rotary

vane type steering gear. For low speed manoeuvring she has been fitted with a 280kW electric side thruster in the bow. Auxiliary vessel power is provided by the PTO on the gearbox as well as three 428kW diesel generators.

The wheelhouse has been designed to give excellent visibility in all directions with the forward windows fitted with wipers and electric heating to ensure a clear view even in adverse conditions. A comprehensive suite of communication, control and navigation electronics has been fitted on the bridge, including X and S-band radars, an echo-sounder and GPS, to ensure safe passage at sea. Automated engine alarms, monitoring and control allows the engine to be controlled from the wheelhouse at remote control station.

Accommodation is provided for a crew of 14 with single cabins for the vessel's officers and multi-berth cabins for the crew. All interior spaces are airconditioned and heated for comfort and facilities

Anne'



include a galley, laundry, single-berth hospital and a change room.

The Düzgit Group is one of Turkey's oldest marine companies with interests ranging from shipbuilding to ship operation and management, ship agencies and a duty free and bond store. The Group initially entered into shipbuilding by renting space from various Tuzla based shipyards to meet their own need for various types of service vessels.

In December 2001, Düzgit entered into a 50:50 partnership with the Urkmez Group for the construction of larger merchant vessels, focussing on chemical tankers. Since then the partnership has seen the delivery of a number of such chemical tankers to various worldwide owners.

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'Erria Anne'

SPECIFICATIONS

Type of vessel:	Chemical tanker (IMO type II)
Classification:	Bureau Veritas, IMO II chemical/oil tanker, unrestricted navigation, ice-class I-C, AUT-UMS, Clean, AVM-APS, in-water survey, non-shaft, VCS, cargo control
Builder:	Düzgit Group, Turkey
Construction material:	Steel
Length overall:	99.9 metres
Length bp:	94 metres
Beam:	15 metres
Depth:	7.4 metres
Draught:	6.1 metres (scantling)
Tonnages:	3,212GRT, 1,428NRT
Deadweight:	4,710 tonnes
Lightweight:	2,043 tonnes
Main engine:	MaK 8M25, 2,640kW at 750rpm
Gearbox:	4.7:1
Propulsion:	4-bladed CPP, 3,700mm dia.
Side thruster:	electric CPP bow thruster, 280kW
Generators:	1 x shaft alternator, 1,060kVA 3 x diesel generators, each 428kW 1 x emergency generator, 115kW
Windlasses:	2 x electro-hydraulic
Cargo tanks:	14 (inc. deck tanks)
Total cargo tanks capacity:	5,191.65m ³
Cargo tank pumps:	12 x 220m ³ /hr cargo pumps 2 x 100m ³ /hr slop pumps 1 x 70m ³ /hr portable cargo pump
Cargo hose crane:	5 tonnes SWL at 12 metres radius
Lifeboat:	19-pax.
Rescue boat:	FRP, 6-pax.
Liferafts:	2 x 20-pax.
Fuel capacity:	295.07m ³
Freshwater capacity:	58.66m ³
Crew:	14

