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| **SHIP’S PARTICULARS/ Q88** |

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| **NAME OF VESSEL** | **M/T AL- ALBAR 1** | **CALL SIGN**  | **To be provided on demand** |
| Previous Name | JEIN |  |  |
| Flag/ Port | Libya | MMSI | 362469772 |
| Official No. | 11133 |  |  |
| Imo Number | 8264406 |  |  |
|  |  |  |  |
| Type Of Ship | Oil tanker |  |  |
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| Class | A1 | Class No | 100A1 |
| Last dry-dock | June 2011 |  |  |

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| **OWNER** | **JARS OF ALAMANDA LIMITED** |
| AGENT CONTACT | **To be provided on demand** |

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| Net Tonnage | 35.396 |  |
| Gross Tonnage/ Reduced Gross Tonnage (if applicable) | 61.342 | 48.758 |
| Suez Canal Tonnage- Gross (SCGT)/ Net (SCNT): | 63.219.64 | 58.193.67 |
| Maximum speed | 11 Nots | 000 |

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| **ENGINE ROOM** |
| What type of fuel is used for main propulsion? | HFO |
| What type of fuel is used in the generating plan? | HFO |
| Capacity of bunker tanks- IFO and MDO/ MGO | 3.668.6 Cu. meters | 362 cu. meters |

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| **ANCHORS** |
| Number of shackles on port cable: | 13 |
| Number of shackles on starboard cable: | 13 |

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| **PUMPIMING SYSTEMS** |
| **Pumps:** | **No** | **Type** | **Capacity** |
| Cargo: | 3 | Centrifugal | 2,800 M3/ Hr |
| Stripping: | 1 | Reciprocating | 200 Cu. Meters/ Hour |
| Educators | 1 | Other | 600 Cu. Meters/ Hour |
| Ballast: | 2 | Centrifugal | 1,500 Cu. Meters/ Hour |

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| Total Cubic Capacity (98%, excluding slop tanks) | 123,644 Cu. Meters |
| Slop tank (s) capacity (98%) | 3,868.6 Cu. Meters |

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| **CARGO HANDING** |
| How many grades/ products can vessel load/ discharge with double valve segregation. | 3 |
| Maximum loading rate for homogenous cargo per manifold connection: | 3,000 Cu. Meters/ Hour |
| Are there any cargo tank filling restriction. If ye, please specify | NoN/A |

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| **LOADLINE INFORMATION** |
| LOADLINE | FREEBOARD | DRAFT | DEADWEIGHT | DISPLACEMENT |
| Summer | 6.118m | 14.9245m | 116038.8m.t | 133329.8M.T |
| Winter: | 6.428m | 12.6145m | 112971 M.T | 130262 M.T |
| Tropical: | 5.808m | 15.2345m | 119110.3M.T | 126401.3M.T |
| Lightship: | 18.818 Meters | 2.245 Meters |  | 17.291 Metric Tones |
| Normal ballast condition: | 14.13 Meters | 6.912 Meters | 39.393.9 Metric Tones | 56.684.9 Metric Tones |
| Does vessel have multiple SDWT? | Yes |
| If yes, what is the maximum assigned deadweight? | 116.038.8 Metric Tones |

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| **DIMENSIONS** |
| Length over all (LOA): | 248.964 Meters |
| Length between perpendiculars (LBP): | 239 Meters |
| Extreme Breadth (beam): | 44.0 Meters |
| Molded Depth: | 21 Meters |
| Keel to masthead (KTM) / KTM in collapsed condition (if applicable): | 48.39 Meters | Meters |
| Bow to centre manifold (BCM) stern to centre manifold (SCM): | 125.3 Meters | 123.6 Meters |
| Distance bridge front to centre of manifold: | 83.04 Meters |
| **Parallel Body Distances** | **Lightship** | **Normal Ballast** | **Summer DWT** |
| Forward to mid-point manifold: | 60.92 Meters | 62.04 Meters | 62.04 Meters |
| Aft to mid- point manifold: | 23.77 Meters | 49.06 Meters | 76.82 Meters |
| Parallel body length: | 84.69 Meters | 111.1 Meters | 138.7 Meters |
| FWA at summer draft/ TPC immersion at summer draft: | 299 Millimeters |  | 98.1 Metric Tones |
| What is the max height of mast above Waterline (Air Draft) | Full mast | Collapsed mast |
| Lightship: | 46.145 Meters | 0.0 Meters |
| Normal Ballast: | 40.49 Meters | 0.0 Meters |
| At loaded summer deadweight: | 35.10 Meters | 0.0 Meters 0.0 Meters |