

# Newbuilding M/V 'BURAK BAYRAKTAR' M/V 'ADNAN BAYRAKTAR'

**11.655 Dwt MULTIPURPOSE/  
CONTAINER SHIP**



## **OZMARIN GEMİ PROJE & DANIŞMANLIK**

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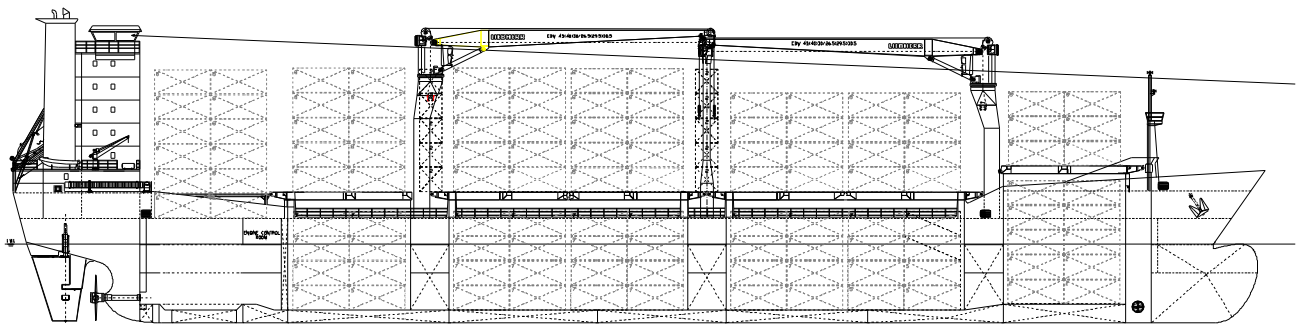
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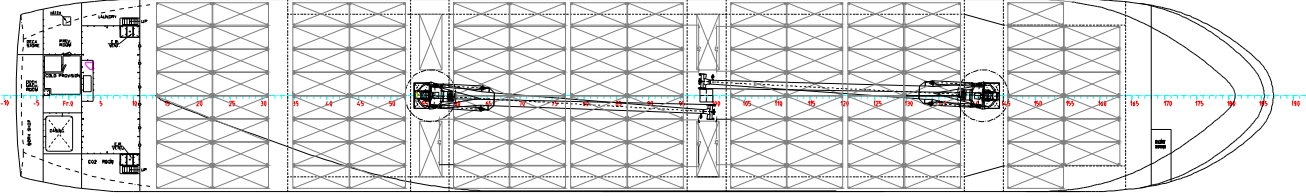
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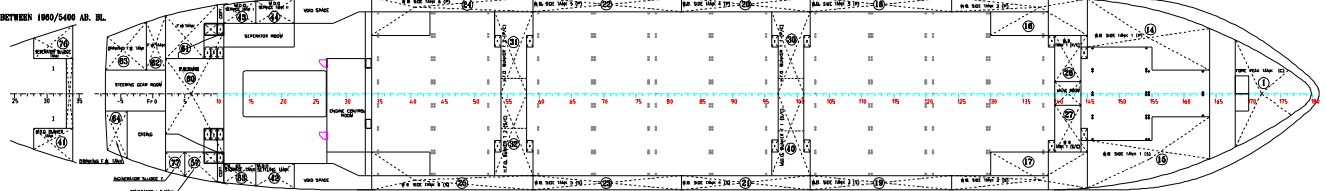


DECK & HATCH COVER

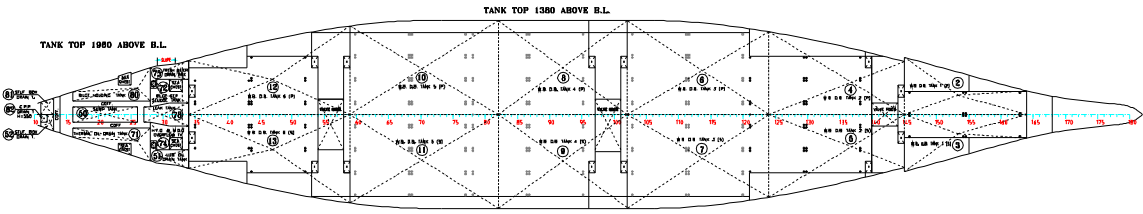
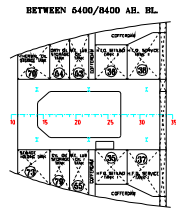


BETWEEN 6400 AB. BL./MAIN DECK

BETWEEN 1380/8400 AB. BL.



BETWEEN 1000/5400 AB. BL.



TANK TOP 1380 ABOVE B.L.

## **PRINCIPAL PARTICULARS**

### **MAIN DIMENSIONS**

Lenght Overall	137.420 m.
Lenght Betwen Perp.	124.886 m.
Breadth (mld)	20.800 m.
Depth to Main deck (mld)	11.250 m.
Draught (desing)	8.500 m.

### **TONNAGE**

Deatweight (at dsg. Draught)	11.655 t.
Gross tonnage (abt)	8.323 t.
Net tonnage (abt)	4.802 t.

### **CAPACITY**

Cargo Holds capacity	539,536 cuft.
Marine Diesel oil	277 cbm.
Heavy Fuel oil	1,151 cbm.
Fresh water	172 cbm.
Water Balast	4.532 cbm.
Lub.Oil Tanks	70 cbm.
Other Tanks	150 cbm.

### **MACHINERY PLANT**

Main engine	MAN B&W 8S35MC 5920 Kw, 170 rpm.
Aux. Engine	3x532 Kw. 3x380 V 50 Hz
Emergency generator	1x125 Kw. 3x380 V 50 Hz
Boiler	500 Kw, thermal fluid heater
Bow thruster	600 Kw, hydraulic driven CPP
Shaft Generator	840 Kw 380 V 50 Hz.

### **SPEED AND CONSUMPTION**

Speed (95% mcr)	15.5 kts Laden
Fuel consumption	25.0 t./day Ifo 180 Cst–No MGO at sea (All in good weather & sea condition) (up to beafourt F 2/2 and no advers current)

### **PORT CONSUMPTION**

Idle 2,3 Tons MGO. (Crane working 4,6 Tons.)

## **CARGO AREA (HOLDS ,HATCH COVERS &DECK)**

- **Cargo gear** :2X45/40/30 MT ,26,5/29,5/30,5 Mt. Cranes at Center .
- **Nr of hatches/Holds** :- 1 box holds of 13,30x15,20  
- 2 box holds of 25,90x17,70  
-3 box holds of 25,90x17,70  
- 4 box holds of 13,30x17,70
- **Hold capacity** :15279.70 m3 (Approx. 539,229 cbft Bale & 539,526 cbft Grain)  
-Hold No:1 2006,10 m3  
-Hold No:2 5267,20 m3  
-Hold No:3 5517,80 m3  
-Hold No:4 2488,60 m3
- **Hatchcovers** : Folding type –1 hatch one folding opened fore side  
–2&3 hatch two sets of folding covers opened fore&aft side  
–4 hatch one folding opened Aft side  
–Total of 12 folding .
- **Total Container Intake** :Always subject to vessel's strength and stability permissible weights and/or stability / visibility,  
**On hatches/deck** : 8' 6" 522/248(6) -9' 6" 490/234(4) Teus/Feus  
**In holds** : 8' 6" 306/146(14) -9' 6" 294/140(14) Teus/Feus  
**Total** : 8' 6" 828/394(20) -9' 6" 724/294(55) Teus/Feus
- **Container stability** :  
About **588 TEU of 12 tons**, homogeneously  
About **546 TEU of 14 tons**, homogeneously loaded  
About **508 TEU of 16 tons**, homogeneously loaded  
About **448 TEU of 20 tons**, homogeneously loaded  
About **854 TEU of EMPTY**, homogeneously loaded

Please note that intakes are always subject to vessels, Inclining experiment/stability/trim and permissible weights.

- **Stack weight in holds** : 20'/40' stack Max. 96/140 Mton-5 Tiers (9'6")
- **Stack weight on hatches/decks** : 20'/40/45' stack Max. 50/75 Mton-5 Tiers
- **Tank top strength** : 12 t/m<sup>2</sup>
- **Hatch covers strength** : 1.75 t/m<sup>2</sup>
- **Cell guides** : no
- **Reefer plugs** : 80 Total (380 volt-50 Hz) Fitted with reefer monitoring system.
- **Dangerous cargo** : All Cargo Holds Equipped for Dangerous cargo 6 Charge Per hour (empty hold)
- **Fittings** : The vessel is equipped with all necessary container fittings for the full capacity.

## GENERAL

**Type Of Vessel:**Self sustained single deck,Double skinned,Box shaped container vessel.Iso containers of 20',40',45'(Only on hatch covers) and length as well as 8',8'6",9'6" Height, Grain bulk cargo suitable for grab discharge.

The ship to be build in accordance to this outline specification and general arrangement drawing no. H 01 01.

The ship to be an double bottom and double sides.  
3 cargo holds to be arranged.

The water balast to be carried in combined double bottom and wing tanks and in the fore peak.

Superstructure with deckhouse aft to be arranged for accommodation.

### MAIN DIMENSIONS

Lenght Overall	137.420 m.
Lenght Betwen Perp.	124.886 m.
Breadth (mld)	20.800 m.
Depth to Main deck (mld)	11.250 m.
Draught (desing)	8.500 m.
Corresponding deadweight	abt 11.655 ton.

The deadweight to include fuel oil bunker, freshwater, crew and store and spare pats beyond the requirements of the Class. The deadweight is calculated in salt water with a specific gravity of 1.025 ton Per m<sup>3</sup>.

### Class and regulation

The vessel to be build according to the regulations and under the survey of A.B.S with following notations:

Built to A.B.S. Class + 100 A1 strengthened for heavy cargoes, tank top strengthened for loading and unloading grab, certified container securing arrangements.

ABS +A1E+AMS+ACCU

Unrestricted navigation

## **HULL STRUCTURE**

Hull material to be of mild steel.(Grade A,AH 32&DH36)

### **Metarial Protection**

Balast tank : To be of Jotun's Balloxy HB Coated in thickness of 2x150 microns + cathodic protection by Jotun

F. water tank : To be of Jotun's Jotacote 412 coated in thickness of 2x200 microns.

**TYPE OF COATING** : Tin free and fit for ice class 1b for 60 months of drydock intervals.

## **SHIP INSTALLATION**

### **Small Cranes**

2 SWL 1.5 tons outreach 3.5 m.

Electro hydrolic, self-acting-Life raft / rescue boat / provisions

### **Rudder – steering gear**

HATLAPA type RTL340-35

Four cylinder type.

Working torque:359 kNm.

### **Bow thruster**

ULSTEIN Transverse thruster.

Type 90 – TV, 600 kW, electrical motor driven.

### **Shaft Generator gearbox**

1 x FLANDER , GDG 1265X8.75

Ratio : 1 / 8.67

PTO 920 kW at 173 rpm

### **Bollers**

AALBORG

1 x 550 Kw thermal fuilid heater

MDO fired system

1 x 800 kW economiser (incl. Dump cooler)

Bot hare fully automated control system

### **Diesel generator**

3 x 532 kW by MAN (engines : D2842LE 301 from MAN; alternators HCM634G)

### **Emergency generator**

1 x 125 kWe by MAN (engine: D2866 E from Man: alternator ; UCM274F)

### **Shaft generator**

1 x 800 kW shaft alternator by at 1500 rpm. STAMFORD HC-2EF STANDARD

## **SYSTEM FOR MACHINERY MAIN COMPONENTS**

Piping material generally all system:

<u>Pipes</u>	<u>Material</u>	:
Seawater cooling pipes	Galvanised steel	
Freshwater cooling pipes	Galvanised steel	
MDO in engine room	Steel	
Fuel oil pipes	Steel	
Lub oil pipes	Steel	
Air, filling and sounding pipes	Galvanised steel	
Bilge pipes	Galvanised steel	
Ballast pipes	Galvanised steel	
Fire pipes	Galvanised steel	
Hydraulic pipes	Steel	
Compressed air 30 bar	Seamless steel	
Compressed air 7 bar	Steel	

### **Fuel oil system**

Fuel system consists of;

- 2 HFO and 1 MDO purifiers, by Alfa Laval
- booster module, by Alfa Laval
- 2 HFO and 1 DO transfer pumps, by Bombas Azcue
- day and settling tanks and sludge tank.

### **Lub oil system**

Lub oil system consist of;

- 1 LO purifier, by Alfa Laval
- 1 LO transfer pump, by Bombas Azcue
- 1 LO pump for M/E, by Bombas Azcue

### **Cooling system**

Cooling system consist of;

- 1 x M10 MFM (for M/E JACKET W.), 1 x M150MFM8 (for M/E L.O.) coolers
- 2xSea Cooling pump (type NSL 80/330 A02) 2 x 185 CubM/h at 2,50 bars, 1750 rpm.
- 2xFW cool.pump (type NSL 80/330 A02) 2 x 57 CubM/h at 3,00 bars, 1750 rpm.
- Preheating circ.pump (type VESTA MX-15) 1 x --- CubM/hr at ----- bars, ----- rpm.
- Pump of Aux D/G SW cooling pump (type VM-EP-50/33) 2 x 40 CubM/h at 3.0 bars, 1450 rpm.

Coolers from Alfa Laval are of titanium plate type and the pumps from Bombas Azcue are of bronze impeller/casing.

### **Compressed air system**

SPERRE

2 x HL2-120 start air compressor

50.0 cbm/hr at 30 bars, 2x1000 l. air bottles

### **Pumps system**

Ballast pump 2x300m<sup>3</sup>/h,2 Bar  
Fire & Fire-G.S.pump 2x80 m<sup>3</sup>/h,8 Bar  
Emerg. Fire pump 1x80 m<sup>3</sup>/h,8 Bar

### **Fresh Water system**

Alfa-Laval Type: JWP16C40 7 m<sup>3</sup>/day

### **Bilge Separator**

World Water System HELI-SEP Model-1000

### **Navigation equipment**

The following navigation equipment to be delivered and installed;

- Gyro compass interfaced with radar's and global positioning system.
- 2 x radar true motion
- Speed log, Wing speed & direction, Echo sounder & log, GMSS System
- Voyage data recorder, Weather fax receiver, Navtex, etc.
- Radio direction finder,satcom.

### **Anchor & chains**

Anchor chains:550 mt. Ø54 mm Stud link chain cable,steel grade K3.  
Anchors :2 stockless bower anchors weight per anchor 4890 Kg.  
Tow line :220 mt.steel or fibre rope ,min. Braking strength 940 Kn.  
Mooring line :4x190 mt. steel or fibre rope ,min. Braking strength 335 Kn.

### **Windlasses**

2 \* 80 kN electro self-tansion hydraulic windlasses equipped with warping drum / rope storing drum/ for chain ø54 mm K3

### **Mooring winches**

2 \* 80 kN electro self-tension hydraulic mooring winches equipped with warping drum / rope storing drum

## **EQUIPMENT FOR CREW**

Accomadation located at aft aith the following rooms / compartements

Wheelhouse at bridge deck (combine navigation / communication)

- (1) Wheelhouse module wet unit
- (11) Single cabin with module wet unit
- (1) Single cabin for hospital with module wet unit
- (1) Mess room at accommodation deck 1
- (1) Public module wet unit at accommodation deck 1
- (1) Galley with cocking apparatus at accommodation deck 1
- (1) Pantry with washing / servicing apparatus at main deck
- (2) Fridge rooms for meat / vegetable at poop deck
- (1) Dry provisions room with climate ventilation at accommodation deck



### **Life saving equipment**

One free fall life boat- GEPA type. G-FFF1, with CE marking  
Capacity: 25 persons

One rescue boat GEPA type. G-RB1, with CE marking  
Capacity: 6 persons

Other safety and emergency equipment to be fitted according to SOLAS 74 Regulations.

One liferaft freefall type\_Capacity: 25 persons

One liferaft davit-launched type\_Capacity: 25 persons

### **Ventilation air condition and heating system**

Novenco

Compiying with Solas, ABS rules / regulations

Design condition.....Summer -35 deg C, 70% relative humidity (RH)-  
(OUTSIDE)

-28 deg C, 50% RH-(INSIDE)

-Sea water temp. 32 deg C

.....-Winter -Minus 20 deg C-(OUTSIDE)

-20 degr D-(INSIDE)

-Sea water temp. 0 deg C

-Wind speed 16m/s

### **Sanitar system**

AQUAMAR

1 X MSPI-1660

Equipped with vacuumerators.

## **MACHINERY COMPONENTS**

### **Main engine**

1 x M.A.N. B&W Diesel Engine

Type 8S35MC two stroke

5920 Kw at 173rpm. Rotating clockwise

### **Popeller**

1 x ALPHA CP propeller

Propeller / Shaft / Stemtube

Medium skewed with 4 blades, Dia : 4250mm

Rotating anti-Clockwise

Propeller hub type VBS 1080/ø360/ODS350 in Ni-al-bronze

**M/V 'BURAK BAYRAKTAR' TURKIYE**

**SHIPYARD :TORGEM SHİPYARD / ISTANBUL/  
TURKIYE**

**HULL NO :68**

**OWNER :SAY Shipping & Trading S/A.**

**CONT.DATE :07-06-2001**

**LAUNCHING DATE :31-08-2002**

**DELIVERY DATE :18-11-2002**

**PORT OF REGISTRY :ISTANBUL**

**IMO No :9260536**

**ABS ID/PID No :**

**M/V 'ADNAN BAYRAKTAR' TURKIYE**

**SHIPYARD :TORGEM SHİPYARD / ISTANBUL/  
TURKIYE**

**HULL NO :69**

**OWNER :YANIKTAŞ Shipping & Trading S/A..**

**CONT.DATE :01-07-2002**

**LAUNCHING DATE :16-11-2003**

**DELIVERY DATE :04-02-2004**

**PORT OF REGISTRY :ISTANBUL**

**IMO No :**

**ABS ID/PID No :**