



M/T "MOOR"
COLUMBIA SHIPMANAGEMENT

FLAG: SINGAPORE

PORT OF REGISTRY: SINGAPORE

VESSEL PARTICULARS

Name: Moor ; Previous names : Liquid Elegance (Sep 24, 2007) / Brovig Sea (Jun 25, 2007) / Songa Sapphire (Mar 16, 2006)
Int. Call Sign: **9VJQ6**
Owner: Open Waters Moor Pte Ltd.

Technical operator: Columbia Shipmanagement (S) PTE Ltd., 9 TEMASEK BOULEVARD #20-03 SUNTEC TOWER TWO SINGAPORE 038989

Commercial operator: Eitzen Chemical A/S, Camilo Eitzen House, 8 Smakkedalen, 2820 Gentofte, Denmark

Official Number: 393487
IMO Number: 9359595
GRT: 8450 (Suez: 82114.83)
NRT: 4030 (Suez: 75187.61)
Year of Build: 2006
Date keel laid: 01-Sep-2005 Sam-Ho Shipyard, Tongyoung, Korea
Date Delivered: 16-Mar-2006 Class: 1A1 Tanker for Oil / Chemical ESP
Last Dry dock: 21 Apr 2011 – 03 May 2011

MMSI Number	565632000
Inmarsat Fleet 77 Voice	764805960 (Bridge)
Inmarsat Fleet 77 Voice	764805961 (CCR)
Inmarsat Fleet 77 Fax	764805963
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Loadline	Freeboard (mm)	Draft (m)	Deadweight	Displacement	Loadline	Freeboard (mm)
Ballast	6730	4.770	5450	9780	Ballast	6730
Lightship	9026	2.474	0	4330	Lightship	9026
Tropical	2631	8.869	13290	17620	Tropical	2631
Summer	2812	8.700	12901	17232	Summer	2812
Winter	2993	8.507	12460	16791	Winter	2993

TPC at summer loadline: 22.93 Fresh Water Allowance: 188 mm

	Meters	Feet
Length overall (LOA).....	127.20	417'04"
Length between perpendiculars (LBP).....	119.45	391'10"
Extreme breadth.....	20.40	66'10"
Moulded depth.....	11.50	37'08"
Keel to mast top.....	38.10	125'00"
Bridge to mid of manifold.....	41.15	135'00"
Bow to mid of manifold.....	59.60	195'06"
Stern to mid of manifold.....	67.60	221'10"
Bridge to stem.....	100.75	328'08"
Manifold to WL, Summer DW.....	5.53	11'07"
Manifold to WL, in ballast.....	8.90	29'02"

PARALLEL MID-BODY DIAGRAMM

Light ship parallel body length.....	67.80	222'05"
Light ship parallel body – bow to mid-point of manifold.....	22.00	72'02"
Light ship parallel body – stern to mid-point of manifold.....	35.80	117'05"
Normal ballast parallel body length.....	61.80	202'09"
Normal ballast parallel body length-bow to m-p manifold.....	22.50	73'10"
Normal ballast parallel body length-stern to m-p manifold.....	38.30	125'08"
Parallel body length at Summer Deadweight (SDWT).....	71.80	235'07"
Parallel body length at SDWT-bow to manifold.....	30.30	99'05"
Parallel body length at SDWT-stern to manifold.....	41.50	136'02"

Does ship have a bulbous bow?..... Yes

MAIN ENGINE: MAN B&W, Type 6S35MC (STX License, Output MCR: 6,060 BHP x 173 rpm; NCR: 5,454 BHP x 167 rpm;

Propeller pitch : 2894 mm (one propeller revolution)

AUXILIARIES: 3 Diesel Generators Yanmar, 748 HP x 720 RPM

BOILER: 1 12,000 Kg/hr, 10 Kg/cm2 (Miura)

WINCHES: 2 Hydraulic driven combined anchor windlass/mooring winches & 2 hydraulic driven mooring winches with ropes of 52 mm dia. 220 m length

Brake Holding Power - 32 T, winches/windlass: 16 T; heaving at 22.5 m/min
ANCHORS 2 x 4,590 kg stockless JIS type (1 spare anchor) Port & Stbd chain
10 shackles x 27.5 m, link dia=60 mm

CRANES: Hose handling midship hydraulic crane: 10 T SWL x 15 m
Stern Hose Handling crane: 2.1 T SWL x 10 m

Bow Thruster: Framo Hydraulic, 400 kW / 544 BHP

Cargo Work

12 cargo oil tanks, Capacity: 13073.7 cub.m (98%)

2 slop tanks, Capacity: 698.8 cub.m (98%)

Tank	Cap(cub.m)	Tank	Cap(cub.m)
1P	928.02	1S	928.02
2P	967.48	2S	954.20
3P	1201.13	3S	1208.92
4P	1206.19	4S	1204.59
5P	1196.26	5S	1202.45
6P	1036.40	6S	1036.40
SLOP P	345.91	SLOP S	351.41

Total: 13073.7 Cub.M (98%)

Total including slops: 13772.5 Cub.M (98%)

Cargo & Slop tanks fully coated with Sigma Phenolic Finish Epoxy

Max. Loading Rate per each pair of Tanks: 477 m3/hr

Max. Loading Rate per pair of Slops: 244 m3/hr

Max. Loading Rate with vapor line: 1922 m3/hr

Max. discharging Rate: 1200 m3/hr

Cargo Pumps: 12 centrifugal, Self Priming Pumps, 300 m3/hr

Slop: 2 centrifugal, Self Priming Pumps, 100 m3/hr

Ballast: 2 centrifugal, 350 m3/hr

Nitrogen Gas System: Capacity – 500 m3/h

16 Ballast tanks: 5214.1 m3

2 Clean water tanks: 206.7 m3

Fresh water: 290 mt

Fuel HFO: 650 mt (95%)

Fuel MGO: 68 mt (95%)

TC machines: 1 deck mounted programmable TC machines,

1 per each tank, capacity 16 m3/h at 8 kg/cm2

TC pump: 1 centrifugal, 100 m3/hr

TC heater: capable of heating up sea water from 10 to 80 deg C
80 m3/h capacity