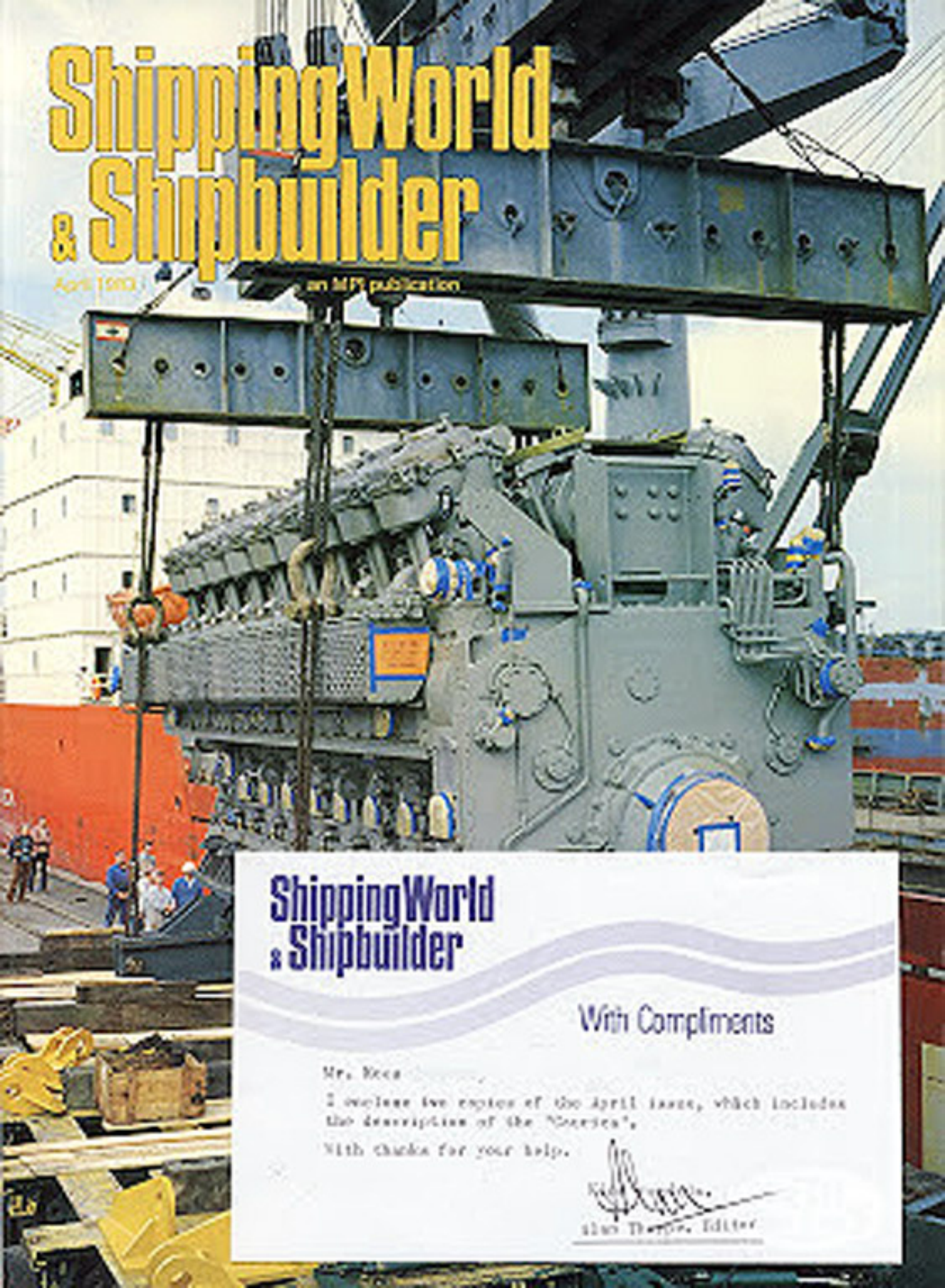


Shipping World & Shipbuilder

With Compliments

Mr. Knox

I enclose two copies of the April issue, which includes the description of the "Oceanic".

With thanks for your help.

Alan Thomas, Editor

'CAURICA'

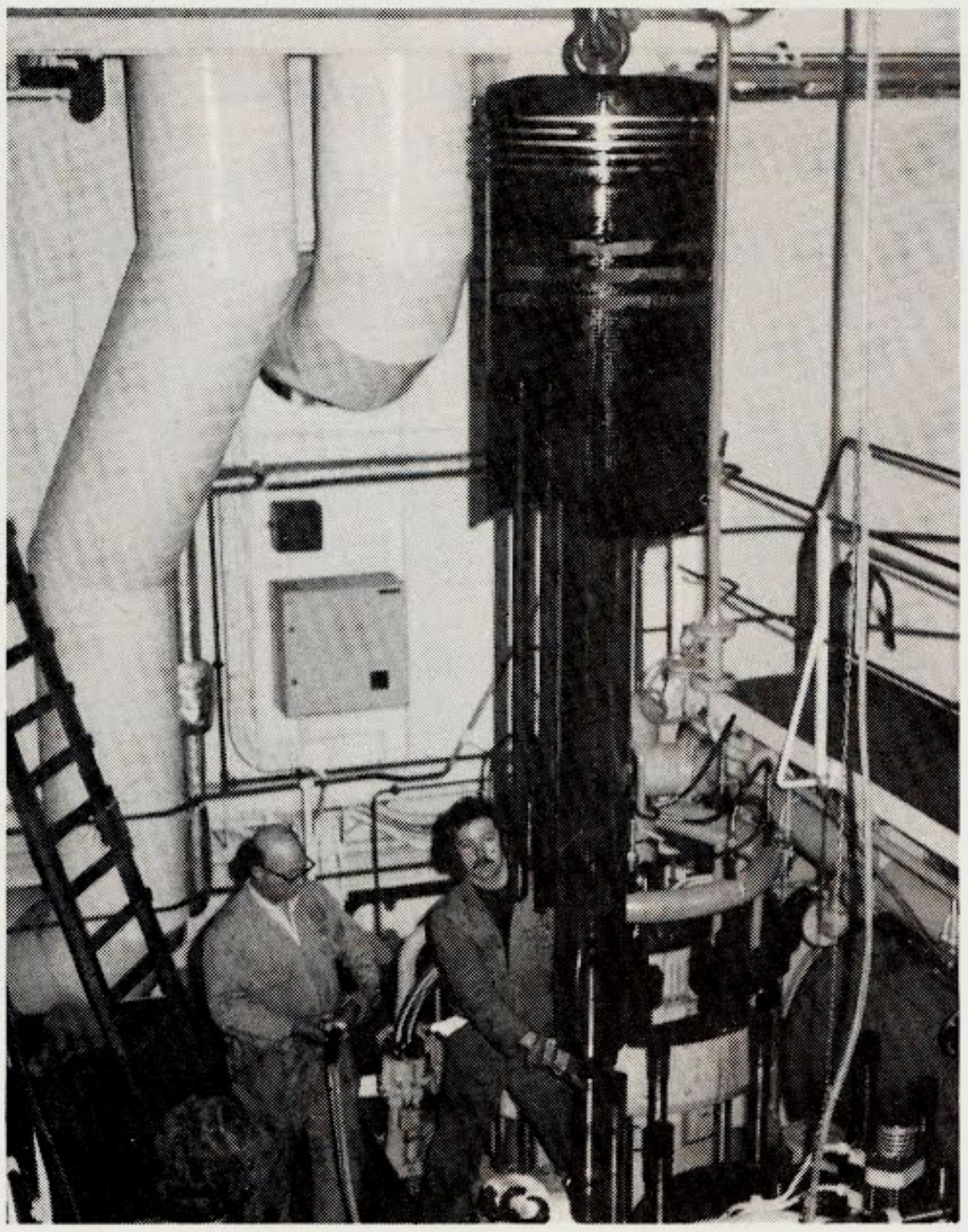
Sophisticated products carriers from Verolme Heusden

DELIVERED during December last year was the first of two 24 000 dwt products carriers built for Shell Tankers BV by the Verolme Heusden yard, part of the RSV group. The second vessel in the series, the 'Cardissa' is due for delivery now. The 'Caurica' is one of the most sophisticated small tankers recently delivered to tanker owners with one of the outstanding features being a technically advanced cargo heating system comprising approximately 11 km of heating coils in the cargo tanks. The yard has specialised in technically advanced vessels for a number of years including the 'Dock Express' vessels of which they are currently building the 'Dock Express 20'.

The vessel was built to comply with the rules of Lloyd's Register of Shipping class ✠ 100 A1, LMC, UMS, oil and chemical tanker type C and also complies with the Solas, Marpol 73/78 and the Netherlands Shipping Inspection. The ship is typical of the modern type of small tankers with the accommodation block, comprising five decks, including the wheelhouse, located aft with the discharge manifolds located amidships. The cargo space is divided into 29 cargo tanks and four ballast tanks. Water ballast is kept in Nos. 4 and 7 wing tanks as well as in the forepeak. There are also two settling tanks located immediately forward of the after collision bulkhead. The pump room is located aft of this bulkhead and houses the six main cargo pumps. The accompanying pull-out drawing of the vessel shows the exact location of all the tanks on board.

Each cargo tank is equipped with its own submerged deepwell cargo pump which is hydraulically driven. They are of various capacities — 20 × 200 m³/h, five of 220 m³/h and four of 330m³/h and operate under a head pressure of 13 bar. All the cargo pumps and ballast pumps were supplied by Frank Mohn. There is a total of 11 km of heating coils onboard which are capable of heating the cargo to a temperature of 70°C. The cargo heating system was designed by a British engineering company — Steels Engineering of Sunderland. In case of fire there are five Alco fire monitors located at strategic points covering the entire foredeck. The mooring system was supplied by Hatlapa and comprises a windlass/winch system on the forecastle head, two mooring winches on the foredeck, one located immediately forward of the superstructure and the other immediately aft of the forecastle head, and a suitable mooring system on the poop deck.

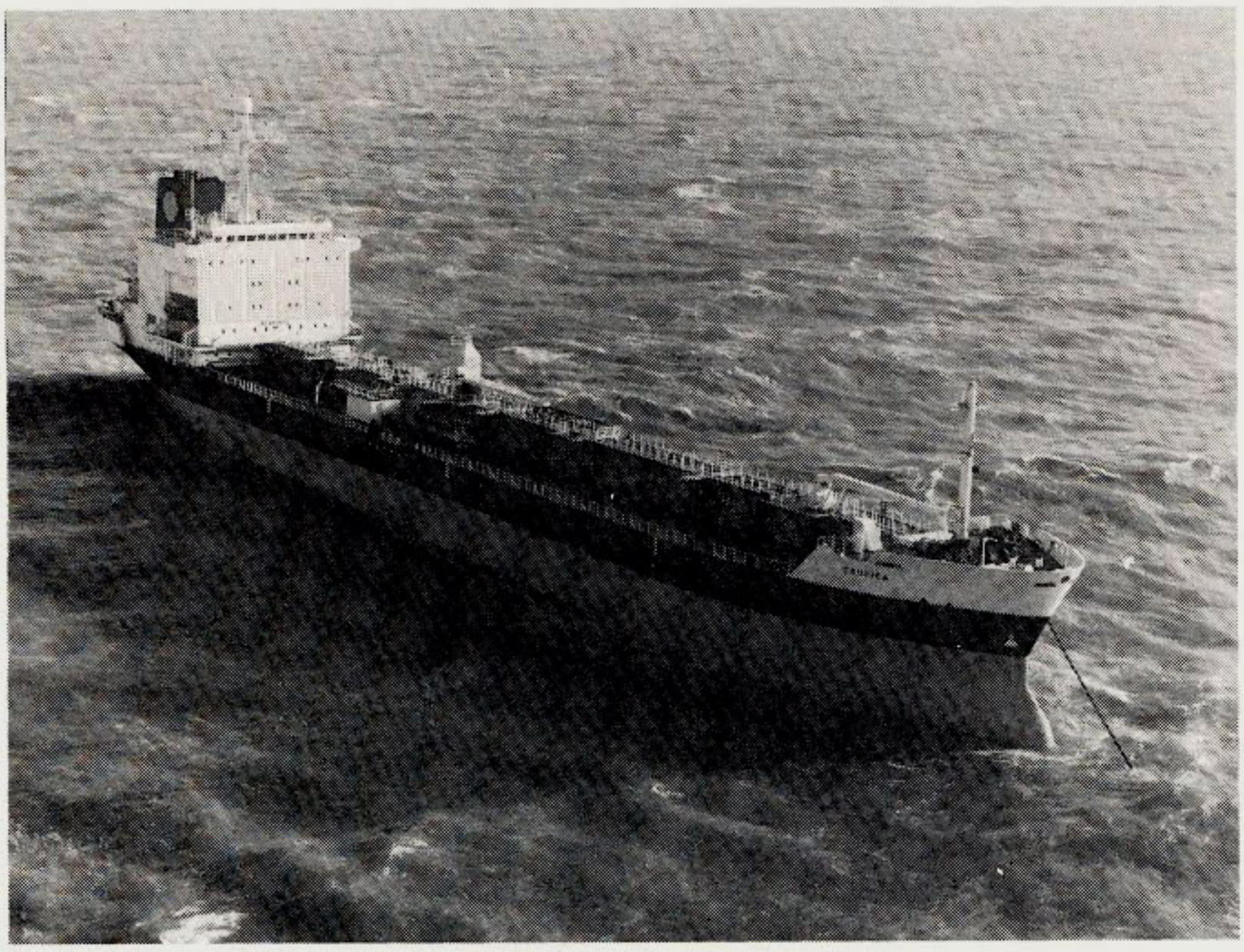
The wheelhouse is very spaciously designed and includes the latest navigational aid equipment necessary for safe



The piston being drawn

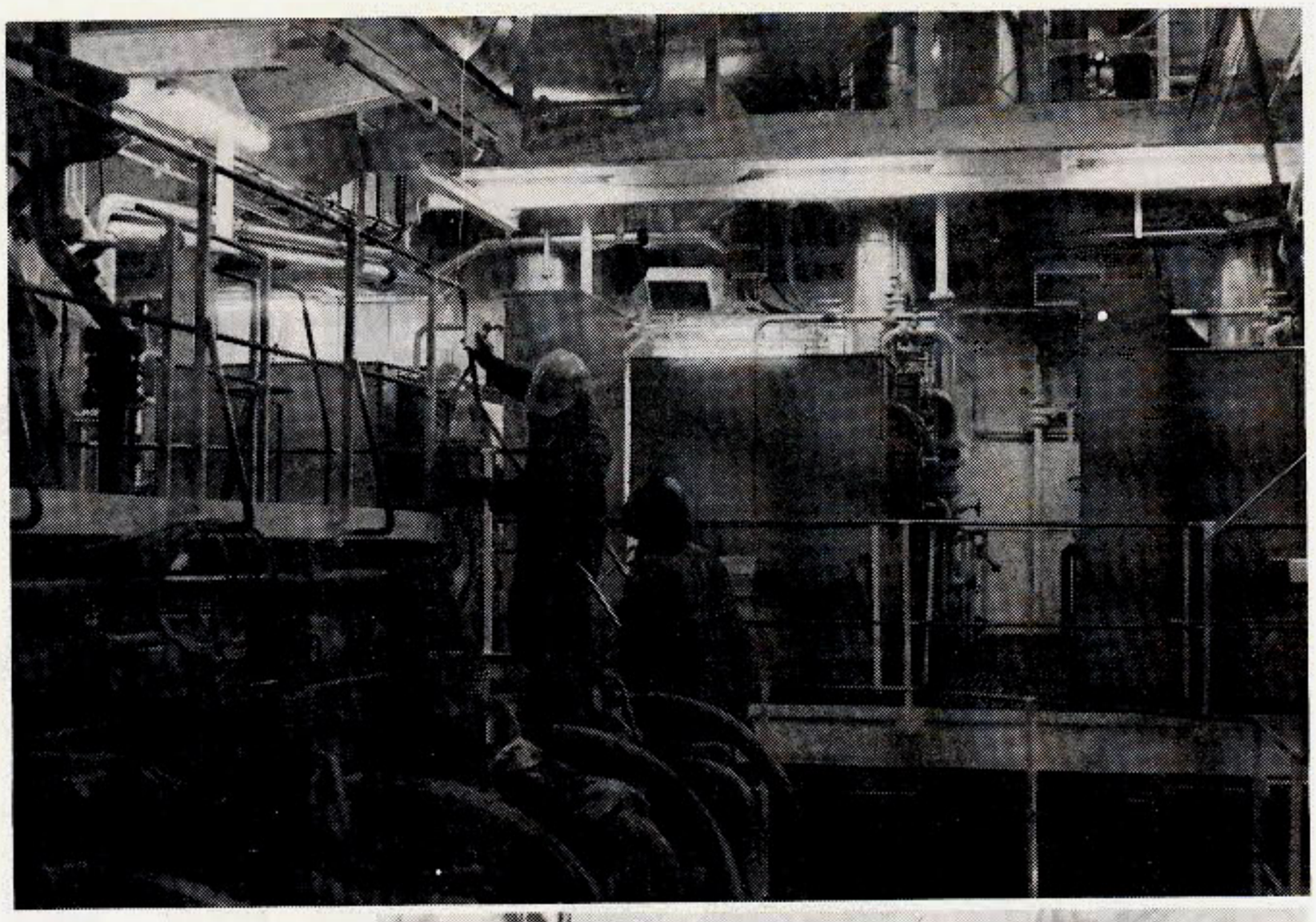
Principal particulars

Length, o.a.	169.75 m
Length, b.p.	160.00 m
Breadth	22.70 m
Depth	13.90 m
Draught, design	9.13 m
Draught, scantling	10.40 m
Deadweight at design draught	19 900 t
Deadweight at scantling draught	24 000 t
Cargo capacity	26 700 m®
Machinery output	9875 bhp at 135 rev/min
Service speed	14.6 knots



The vessel on sea trials

The main Schelde-built Sulzer engine



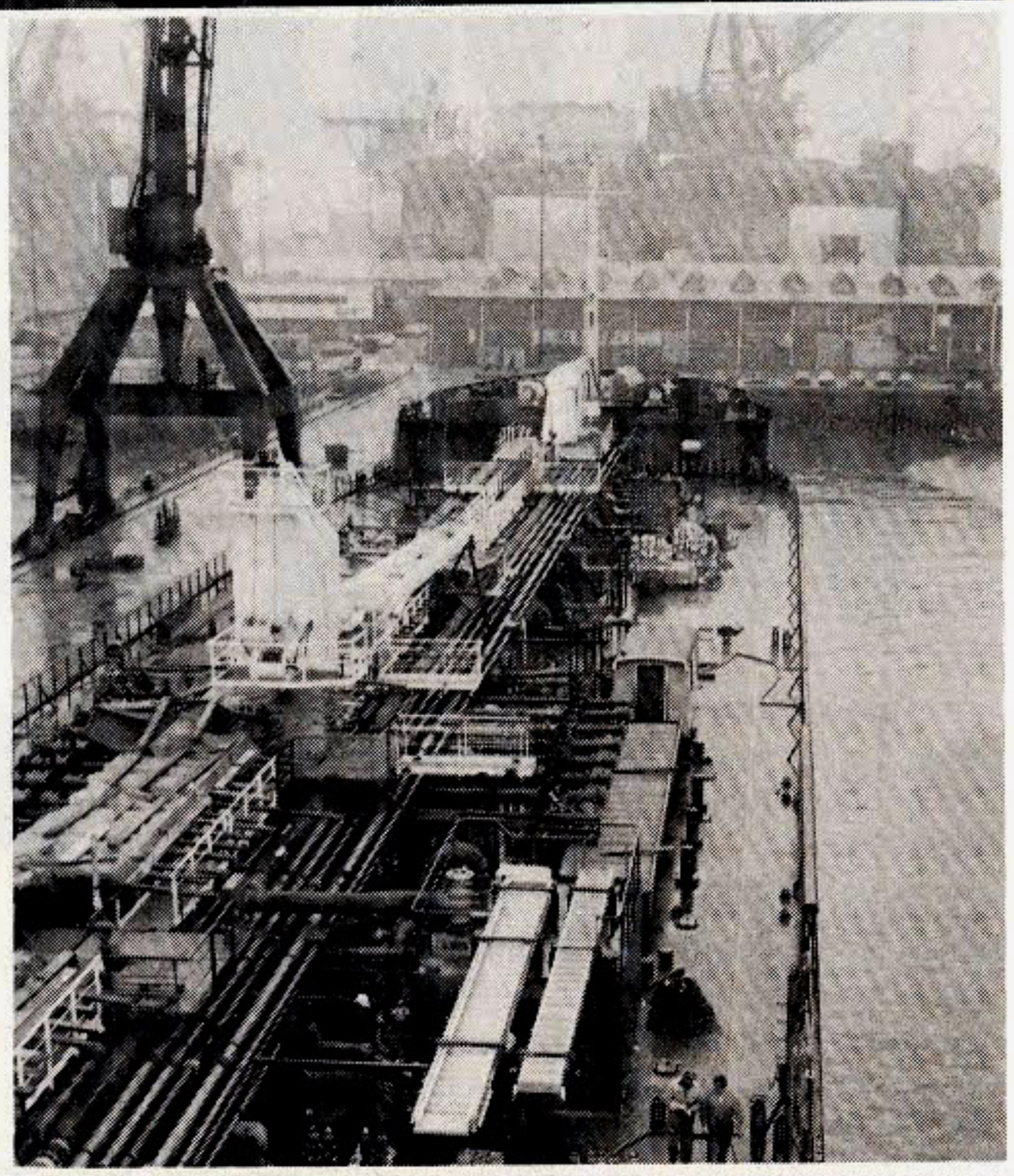
passage. The main radars are type Mariner Pathfinders supplied by Raytheon and this system is backed up by an Iotron Digiplot collision avoidance system. Other equipment includes a Decca Navigator Mk 21, Kockumation Steermaster 2000, Anshultz Kiel gyro, Minerva marine fire alarm system and a JRC Satellite Navigator.

Main propulsion

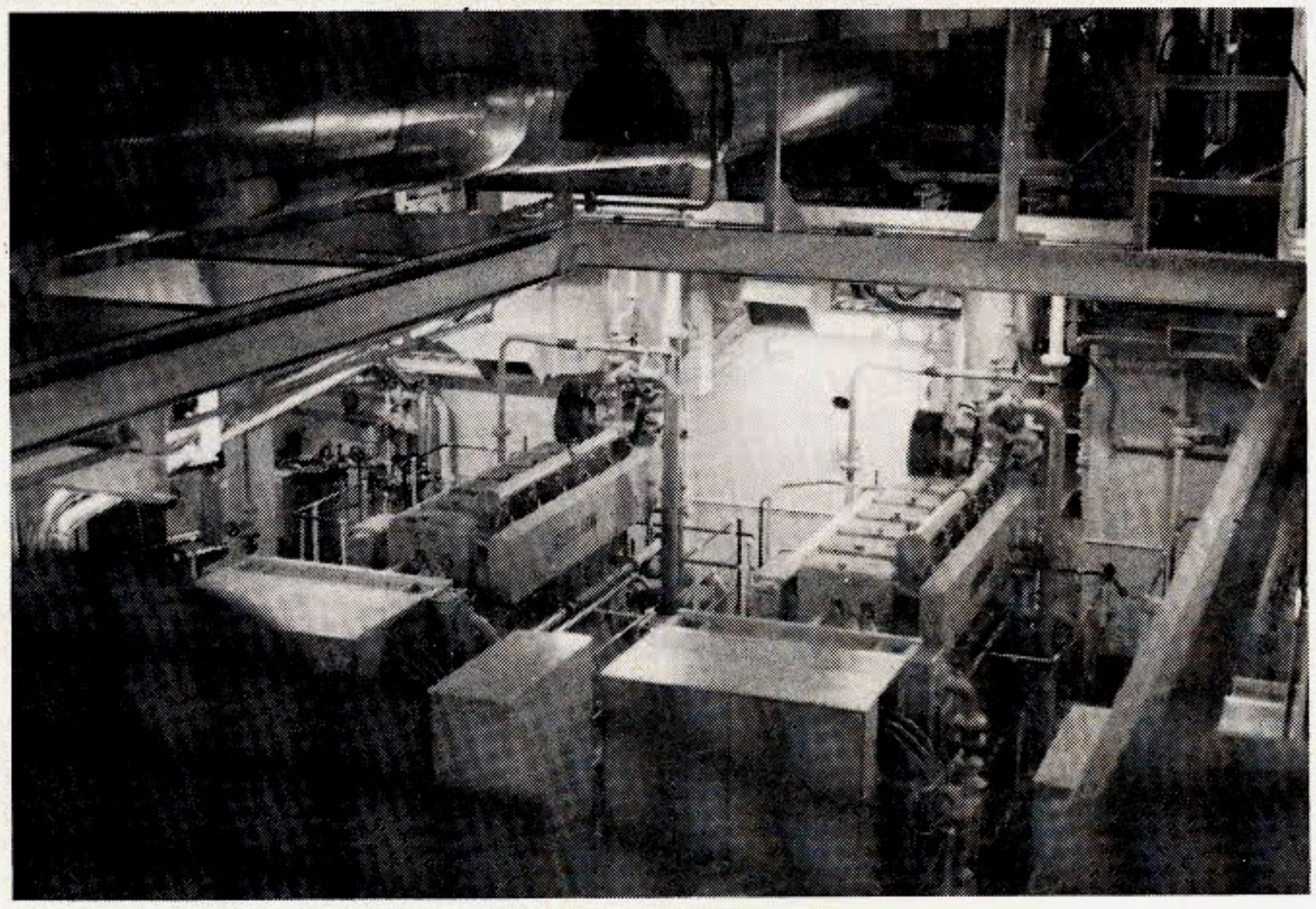
The main propulsion system comprises a Sulzer diesel engine type 5 RLB 66 built under licence at De Schelde. This unit, which was the first of its type built at the De Schelde works, has an output of 9875 bhp at 135 rev/min, and is connected directly to a Lips propeller. This is the maximum continuous output of the unit and it is anticipated that the engine will be run at 85% of mcr for which the fuel consumption will be 183 g/kWh. The main units are fitted with BBC turbochargers type VTB 564-11. The vessel's electrical power is supplied by three generating sets and a shaft generator. Each generating set comprises a Yanmar diesel engine type 6ZL-UT with an output of 6050 bhp at 720 rev/min which drives a Smit Slikkerveer 1000 kW generator. There is also a shaft generator of 750 kW output of Holec design connected via a Lohmann & Stolterfoht gearbox to the main engine.

Other equipment in the engine room includes Donkin steering gear, an Alfa-Nirex fresh water distiller and a Hamworthy sewage treatment plant.

The keel was laid for the first vessel during May 1981, the ship being launched during April 1982. When the vessel was launched at the Heusden yard the hull was transported to the company's Isslemonde yard for fitting out including the fitting of the superstructure (the bridges in the river to Heusden restrict the height of vessels under way). For final painting and preparation for sea trials the vessel was transported to the Botlek yard where she entered drydock. The second vessel in the series was launched in September 1982.



The main deck showing the complicated pipe work. Paint for the deck and hull was supplied by International Paint

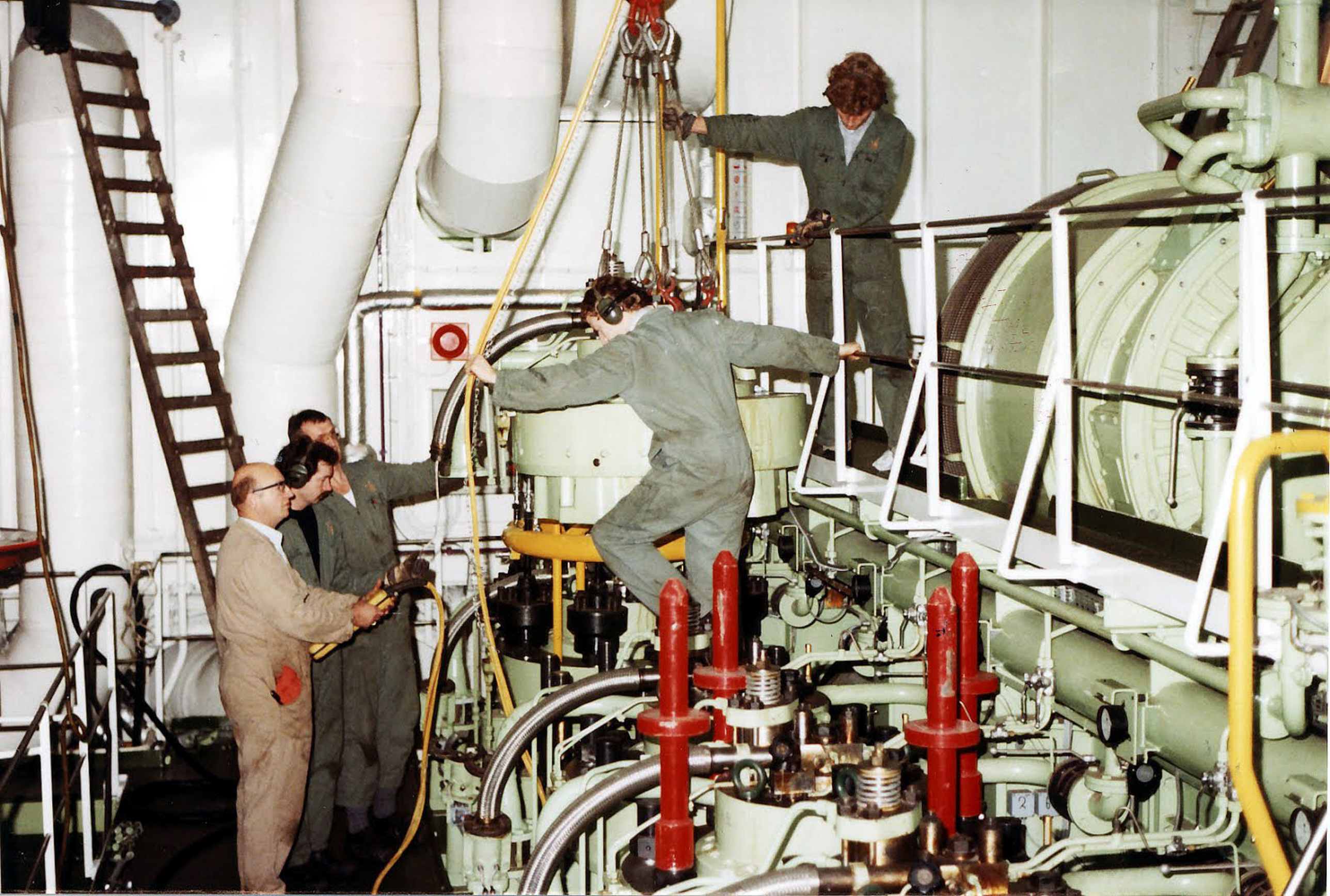


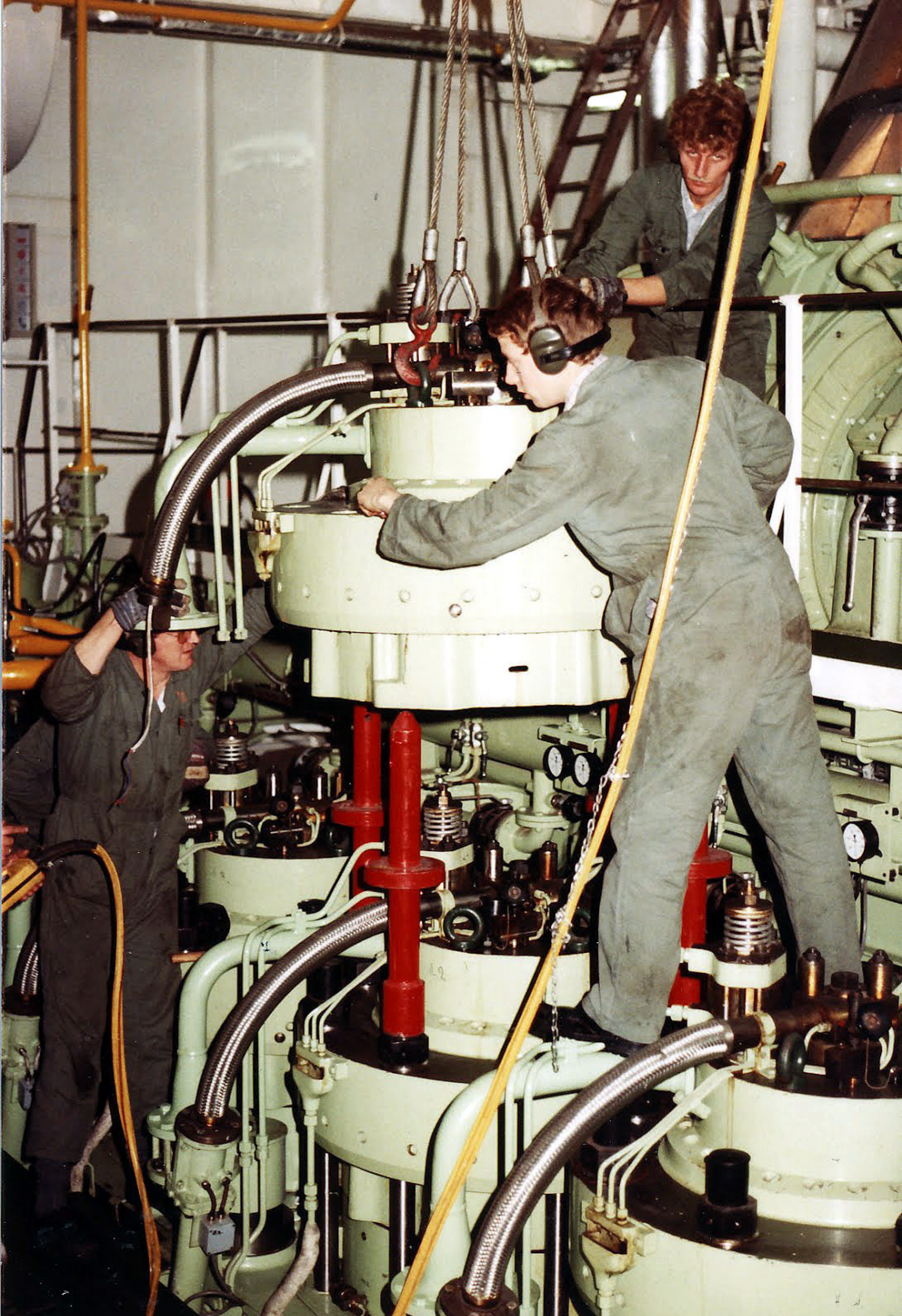
The auxiliary engines showing particularly the spacious design of the machinery space


CAURICA


CAURICA

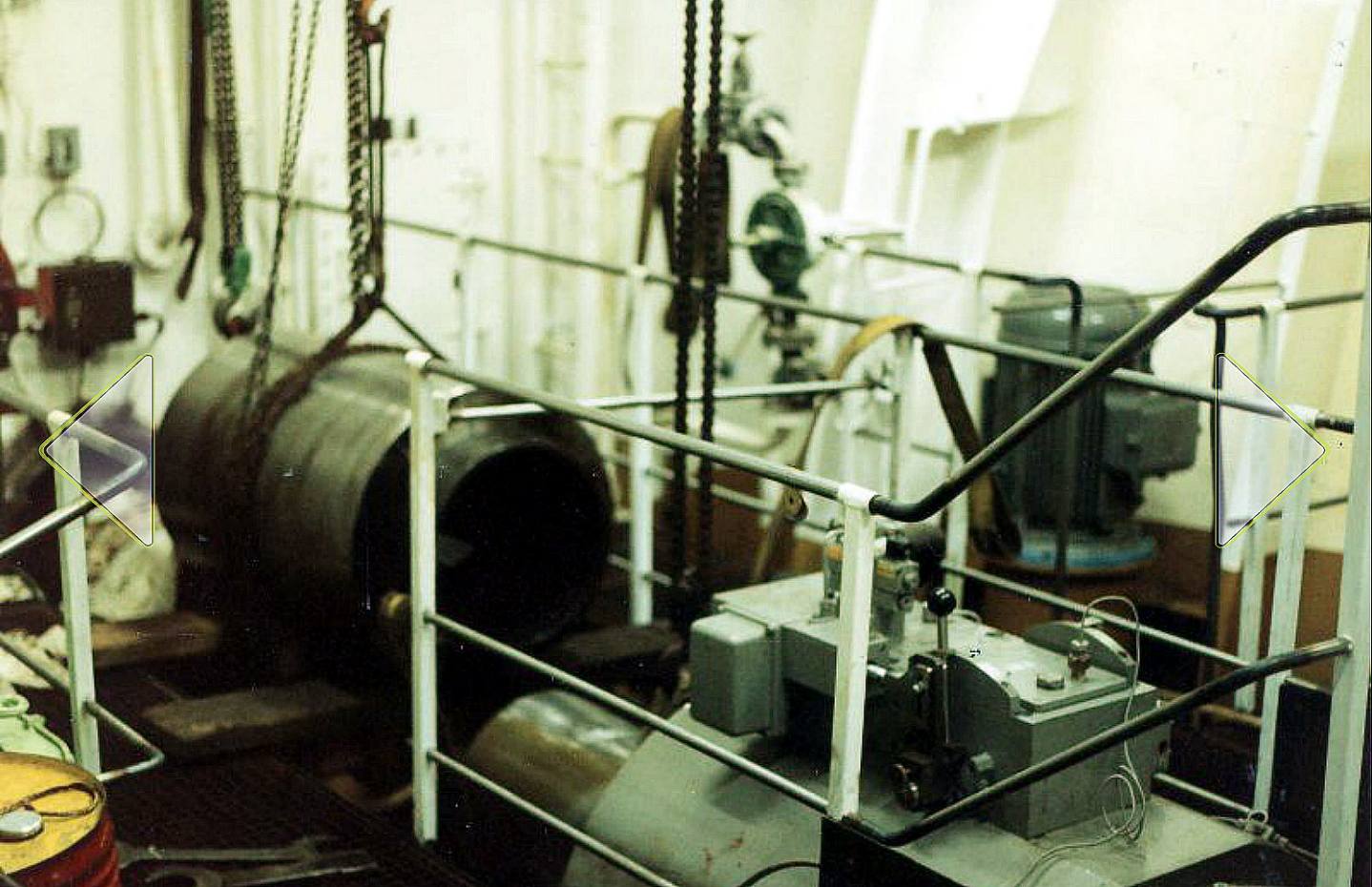

NO SMOKING






CARDISSA


CARDISSA

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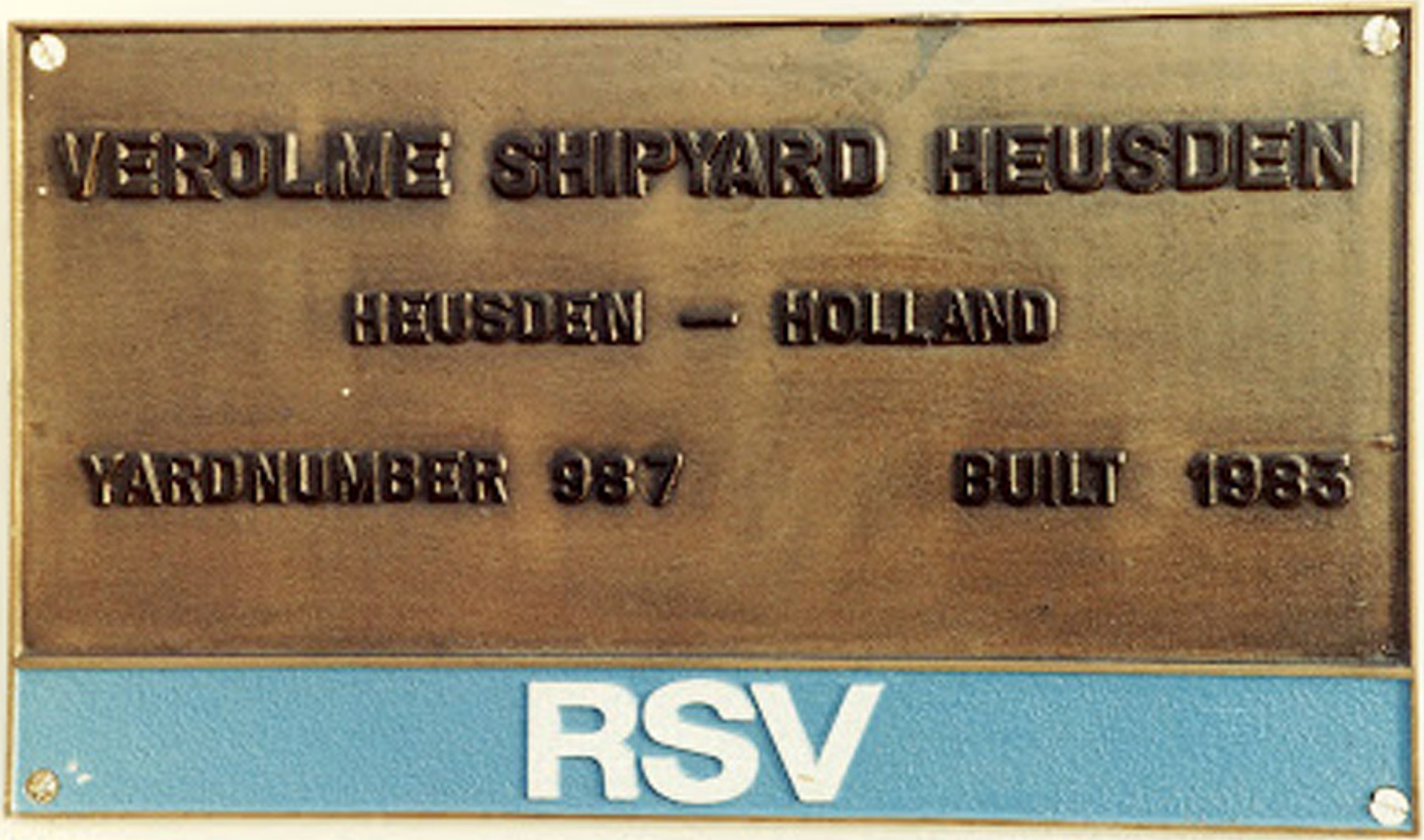
VEROLME SHIPYARD HEUSDEN
HEUSDEN — HOLLAND
YARDNUMBER 987
BUILT 1985
RSV


HENSEN
CARDISSA
S-GRAVENHAGE


NO SMOKING
SWL 10t


NO
SMOKING


CARDISSA
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PRINSES BEATRIX DOK


CARDISSA
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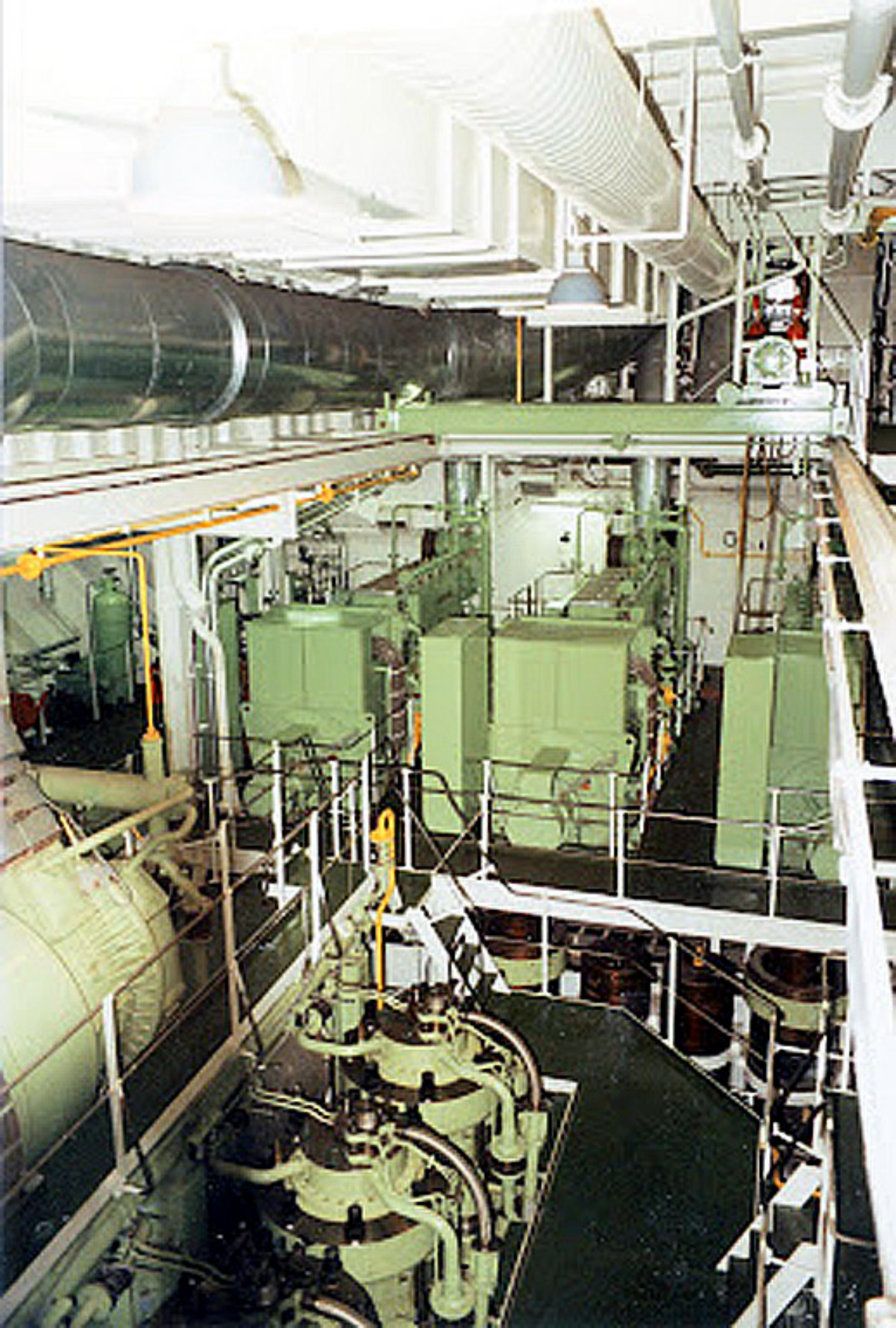

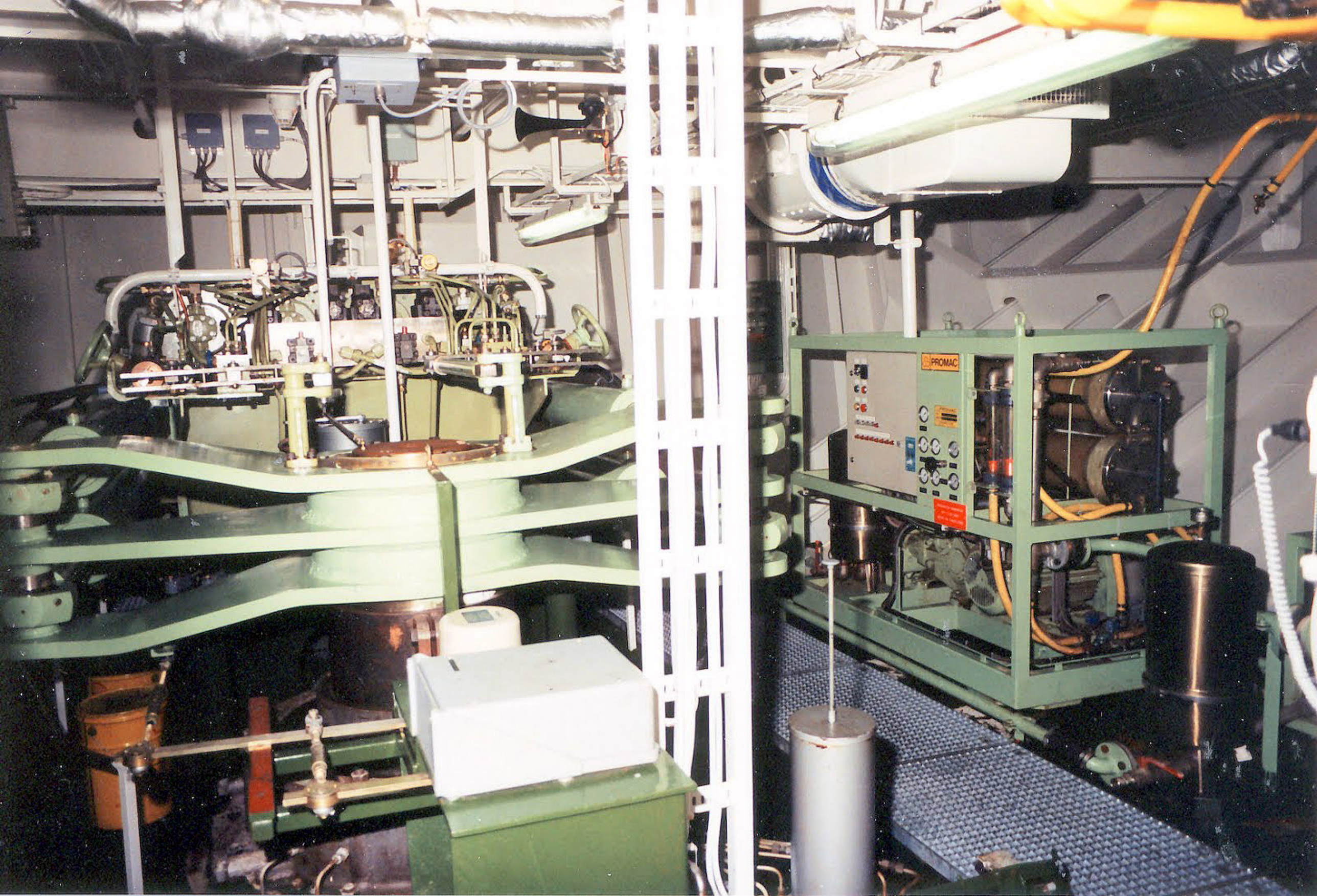
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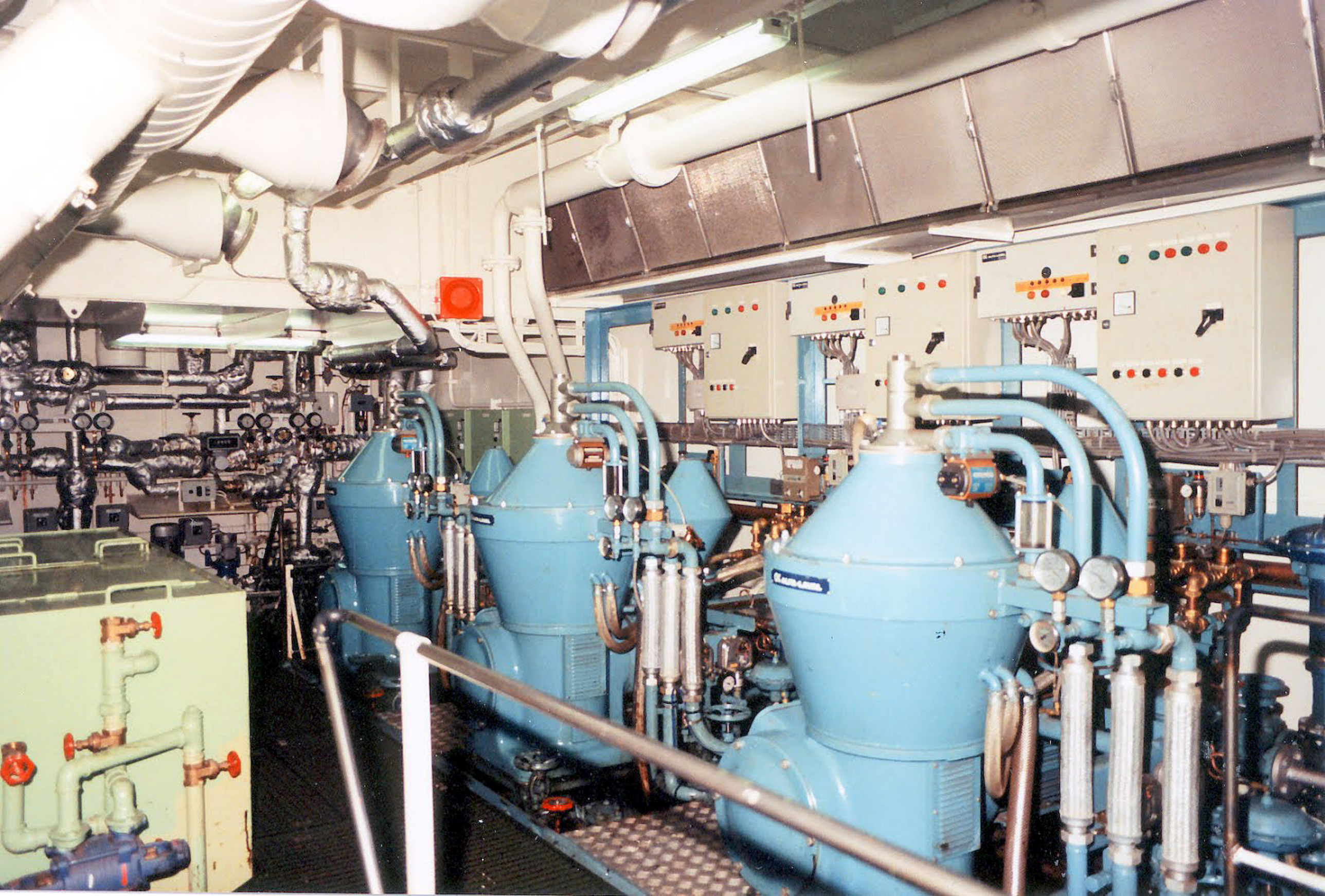
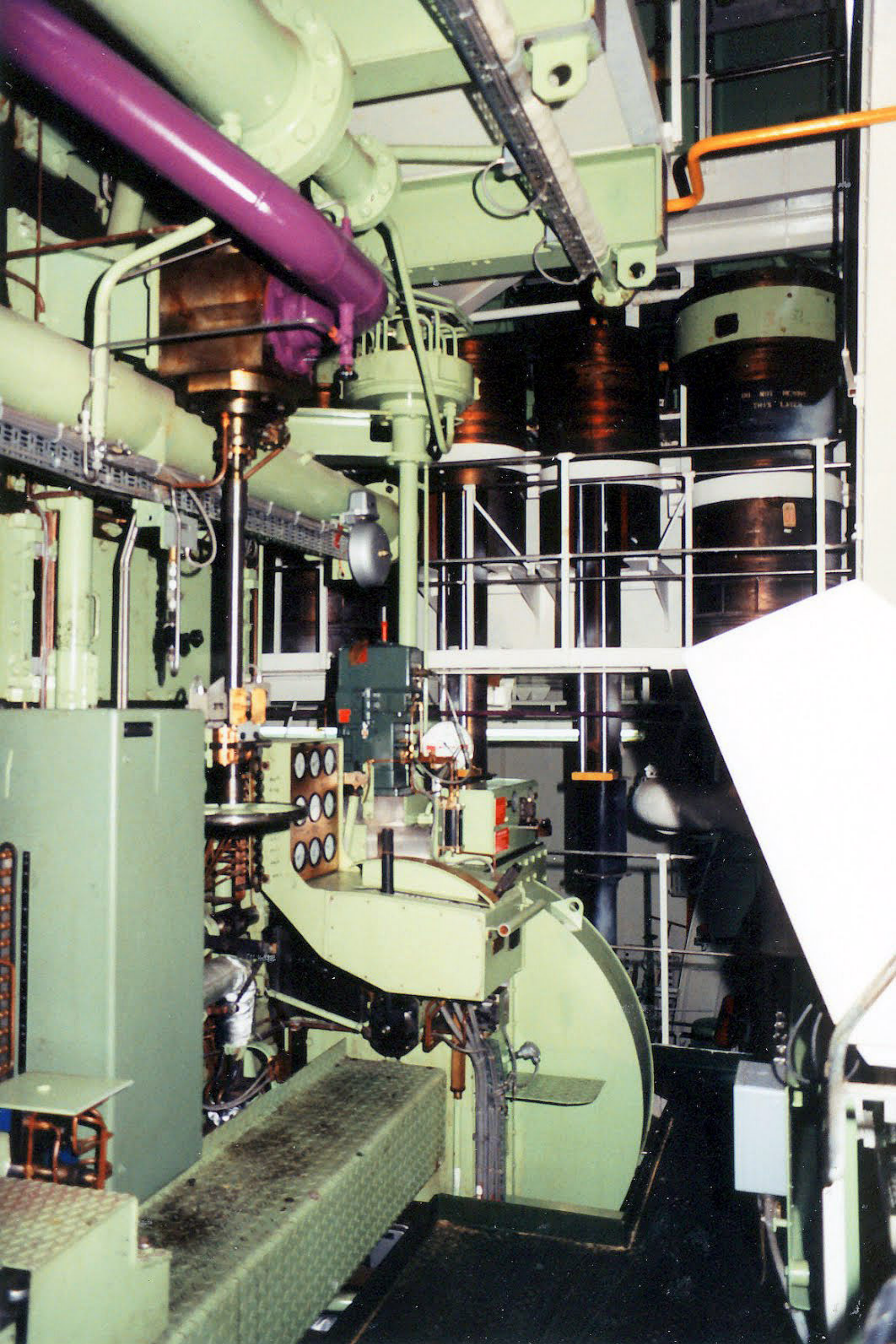


ALDABI

ROTTERDAM

HALLIBURTON 219




HOEK VAN HOLLAND