

# MT Hornisse

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<b>Built</b>	1998	<a href="#">Back to overview</a>
<b>Ship Type</b>	C/O-Tanker	<a href="#">Photo Gallery</a>
<b>Coating</b>	Epoxy	
<b>Deadweight</b>	13.050 tdw	

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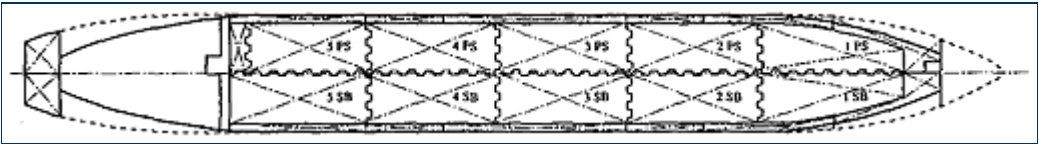
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<b>Ship Class</b>	GL
<b>Length over all</b>	145,56 m
<b>Breadth</b>	19,60 m
<b>Draft</b>	8,36 m
<b>Class Notation</b>	GL+ 100A5 E2 Chemical Tanker Type-2, Oil Tanker COLL-1 ESP ERS T4D21 T3D10 MC E2 AUT - INERT
<b>IMO</b>	2
<b>IMO No.</b>	9186728
<b>Double Hull</b>	yes
<b>Ice Class</b>	E2/1B
<b>Trading</b>	world wide
<b>Speed</b>	abt. 14 knots
<b>Callsign</b>	DDPU
<b>GT</b>	8.114

Reduced GT	6.595
NT	4.183
Flag	German

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Tankplan



<b>Main Engine</b>	<ul style="list-style-type: none"> <li>■ MaK 9M32, nominal output 4,200 kW/600 rpm</li> <li>■ Bow thruster: Lips type CT 06/550 kW</li> <li>■ Shaft generator:</li> <li>■ Siemens 800 kVA-640 kW 380V 50 Hz</li> <li>■ LIPS variable pitch propeller</li> </ul>
<b>Auxiliary Engines</b>	<ul style="list-style-type: none"> <li>■ 2 YANMAR diesel generator sets, 1.150 kVA</li> </ul>
<b>Pumps, Cargo Tanks, Ballast Tanks, Cargo Manifolds</b>	<ul style="list-style-type: none"> <li>■ 10 Framo deep-well pumps, cap. each 250 m<sup>3</sup>/h - 120 mlc, s.g. 0,8 t/cbm</li> <li>■ 1 Framo deep-well pump for slop tank, cap. 100 m<sup>3</sup>/h - 120 mlc, s.g. 0,8 t/cbm</li> <li>■ 1 portable hydr. deep-well pump, cap. 70 m<sup>3</sup>/h - 70 mlc, s.g. 1,0 t/cbm</li> <li>■ All cargo tanks coated with epoxy, Interline 904</li> <li>■ All cargo pumps, pipes, ladders and fittings in the cargo tanks are made of stainless steel</li> <li>■ Cargo tank heating - maintaining cargo temperature: 55 °C at 0 °C sea and -20 °C air temp</li> </ul>
<b>Cargo Manifold</b>	<ul style="list-style-type: none"> <li>■ 4x10" ANSI, 1x14"</li> <li>■ ANSI , on each side</li> <li>■ Distance from <ul style="list-style-type: none"> <li>stern to centre manifold: 73.00 m</li> <li>bow to centre manifold: 72.61 m</li> <li>deck to centre manifold: 2.74 m</li> <li>side to centre manifold: 4.60 m</li> </ul> </li> <li>■ Segregated ballast</li> <li>■ Ballast tanks coated with epoxy</li> <li>■ Total ballast capacity 100% 4.991 m<sup>3</sup></li> <li>■ 2 electric driven pumps, capacity each 300 m<sup>3</sup>/h</li> </ul>
<b>Nautical Equipment</b>	<ul style="list-style-type: none"> <li>■ 1 S-Band Radar: SAM Electronics Radar 1100 ARPA</li> <li>■ 1 X-Band Radar: SAM Electronics Radar 1100 ARPA</li> <li>■ 1 Chartplot / C</li> <li>■ Autopilot, DGPS, GPS, Gyrocompass, Echosounder, VDR, AIS</li> <li>■ Radio equipment according to GMDSS A3 with Satcom B and C</li> <li>■ Dopplerlog, Navtex, Weather Fax</li> </ul>
<b>Special Features</b>	<ul style="list-style-type: none"> <li>■ Double hull</li> <li>■ Max specific gravity of cargo 1,55 t/m<sup>3</sup> in all cargo tanks</li> <li>■ Nitrogen Generator System – max. capacity: 1.580 cbm/hr.</li> <li>■ On-line connection of loading computer to tank</li> </ul>

- level gauging system
- Radar cargo and slop tank level measurement system
- Cargo tanks completely smooth- no heating coils or
- Tank frames

<b>Cargo Capacities</b>	<b>Capacities of Cargo Tanks:</b>	<b>Volume (98 %)</b>
	No. 1 P	1.276 m <sup>3</sup>
	No. 1 S	1.281 m <sup>3</sup>
	No. 2 P	1.509 m <sup>3</sup>
	No. 2 S	1.511 m <sup>3</sup>
	No. 3 P	1.524 m <sup>3</sup>
	No. 3 S	1.524 m <sup>3</sup>
	No. 4 P	1.520 m <sup>3</sup>
	No. 4 S	1.521 m <sup>3</sup>
	No. 5 P	1.336 m <sup>3</sup>
	No. 5 S	1.506 m <sup>3</sup>
	Slop	172 m <sup>3</sup>
	<b>Total</b>	<b>14.680 m<sup>3</sup></b>

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