



# WORLD CARRIER CORPORATION S.A.

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## AHT BUSY BEE

<b>Name of Vessel</b> Busy Bee	<b>Endurance</b> 17 days	<b>Fuel Oil Purifier</b> Mitsubishi self cleaning SJ-700 fuel oil purifier	<b>Stern Roller</b> 200 ton capacity
<b>Previous Name</b> Britoil 28	<b>Accommodation</b> Fully air conditioned for 14 men	<b>Steering Gear</b> 2 x Electro hydraulic, 3T torque	<b>Cutting Equipment</b> Two bottles oxygen and one bottle acetylene c/w cutting torch
<b>Registry</b> Panama	<b>Lifesaving</b> To meet SOLAS requirement	<b>Towing Pins &amp; Sharkjaws</b> Ulstein combination unit – 2 tow pins & 1 sharkjaw	<b>Radar</b> 1 x X-band daylight type radar c/w 8" scanner, FURUNO FR-1525MK2
<b>IMO No./ Call sign</b> 9186285/ H07702	<b>Firefighting</b> To meet SOLAS requirement	<b>Anchor Windlass</b> Hydraulic 6 ton @ 12M/min BRATVAAG	<b>SSB</b> Radio synthesized 250W, 24V DC/240V AC with manual cover to emergency supply antenna feeder through insulator & whip & standoff insulators. c/w DSC & NBDP to meet GMDSS requirements, FURUNO FS-1562
<b>Builders</b> Fujian Fishery Shipyard, Singapore	<b>Fuel</b> 168 mt	<b>Anchor Chain</b> 2 x 220m 26mm U2 stud link chain	<b>VHF</b> 2 x VHF/FM multi-channel marine radio-telephones. FURUNO FM8500
<b>Year of Delivery</b> 1998	<b>Fresh Water</b> 48 mt	<b>Towing/Anchor Winch</b> BRATVAAG single drum hydraulic winch 140 tonnes brake capacity. 50 metric tonnes line pull @ 10.6 metres per minute. 750M x 44mm wire	<b>Gyro &amp; Automatic Pilot</b> 1 set fitted. Gyro-Tokimec ES-110. Autopilot-Furuno model FAP-300
<b>Type</b> Ocean Going / Anchor Handling / Towing Tug	<b>Main Engines</b> 2 x YANMAR T260A-ET medium speed six cylinder diesel engines producing 1600 bhp each @ 750 rpm	<b>Wire Storage Reels</b> 2 x 6 ton line pull at 12M/min hydraulic wire storage reels of 750M x 44mm SWR capacity. One storage reel will contain 750M x 44mm of spare towing wire, and the other reel will store various size pennant wires	<b>Weather Facsimile</b> 1 x FURUNO DFAX-209
<b>Classification</b> Russian Maritime Register of Shipping KM* Tug	<b>Generators</b> 2 x 135 KW 415/3/50 driven by 2 x Detroit Diesel 6-71T diesel engines	<b>Fendering</b> Solid rubber pusher bow and tyre fendering system to allow barge to be used as a pushing tug & to go alongside tankers during normal operations	<b>Other Navigation Equipment</b> INMARSAT-C (Tlx), INMARSAT M+ (Tel/Fax), EPIRB, Radar Transponder, P.A. System c/w Fog Horn Signal, Navtex Receiver, GPS Navigator, Colour Echo Sounder, Wind Monitor
<b>Length over all (LOA)</b> 32.0M	<b>M.E. Consumption</b> 11,000 litres MGO and 20 litres lube oil per 24 hours @ full power. 9,000 litres MGO and 10 litres lube oil per 24 hours @ economic cruising speed of 10 knots		
<b>Breadth</b> 9.5M	<b>Generator Consumption</b> 240 litres MGO and 4 litres lube oil per 24 hours		
<b>Depth</b> 4.5M	<b>Propulsion</b> 2 x YANMAR Y-2002 3.01:1 reverse reduction gearboxes coupled to four bladed 2300mm diameter fixed pitch propellers turning in Kort nozzles @ 250 rpm		
<b>Draft</b> 3.0M (Designed) / 4.1M (Max)			
<b>GRT / NRT / DWT</b> 342T / 102T / 300T			
<b>Clear Deck Space</b> 7.5M x 8.0M			
<b>Speed</b> 12.0 knots			
<b>Bollard Pull</b> 45 metric tonnes			

Details given in good faith and are believed to be correct but not guaranteed