

TOMAR

IMO No: 9375264 CAR CARRIER 2008 / 61328 GT

COMPANY:

Wilhelmsen Lines Car Carriers Ltd.,
U.K.

YARD INFORMATION:

Mitsubishi Heavy Industries Ltd.
2237 Nagasaki (Japan)

DEMOLITION:



Strait of Tiran 12/5/2011 © S. Wiedner

GENERAL INFORMATION:

IMO: 9375264
Call Sign: 2BPB3
GT: 61328
DWT: 22144
Year of build : 2008
Flag: United Kingdom
Loa: 199.99 m
B: 32.26 m
Draught: 11 m

OWNER & FLAG HISTORY:

TOMAR since 01-10-2008
Flag Date of record Source
United Kingdom since 01-03-2009
Norway International Ship Register since 01-10-2008
Registered owner Date of record Source
WILHELMSSEN LINES CAR CARRIER since 24-10-2008
Ship manager Date of record Source
WILHELMSSEN LINES CAR CARRIER since 24-10-2008
WALLENIUS WILHELMSSEN LOGISTICS since 24-10-2008

SALES, TRANSFERS & RENAMINGS:

TOMAR	2008-	Wilhelmsen Lines Car Carriers Ltd., Norway (NIS)

GENERAL VESSEL INFORMATION:

The PCTC (Pure Car and Truck Carrier) MV **TOMAR** is the seventh vessel in a series of ten built by Mitsubishi Heavy Industries, Nagasaki, Japan and she was delivered in October 2008. The vessel is specially suited for cars and trucks but she has also flexibility to carry project cargo and containers.

MV **TOMAR** has a total capacity of 6542 cars (RT43). MV **TOMAR** has a basic complement of 27 and is a sistership to MV TORRENS, TOLEDO, TORONTO, TOPEKA, TOMBARRA, TORTUGAS, TOREADOR, TORINO & TOSCANA.

The ship is built to the class of DNV (Det Norske Veritas) with the following designations DNV +1A1, Car Carrier (MCDK) E0 TMON Heavy units are loaded on the strengthened deck 1, which can carry loads of 6 tons/m². deck 3, which can carry loads of 2 tons/m² and deck 5, which can carry loads of 3 tons/m². The other decks allow loads 1.5 tons/m², 0,25 ton/m², and 0.2 ton/m². For increased cargo flexibility deck 4, 6 and 8 with capacity of 0.25tons/m² and deck 2 with a capacity of 0.2tons/m² are divided into liftable sections.

The vessel is fitted with two loading and discharging ramps with entrance on deck 5. The stern ramp is arranged with a 35-degree angle of incident from the centre line with a ramp width of 7,0 m. Maximum capacity is 307 tons The midship ramp is arranged with a 90-degree angle and a ramp width of 6,5 m. The maximum capacity is 35 tons. This arrangement with one stern quarter ramp on the aft starboard side and one midship ramp provides good flexibility for cargo operations.

The deck machinery consists of six mooring winches, three which are placed forward at the forecastle deck and three are placed on the aft mooring deck. All winches are of type Rolls Royce Rauma.

There are 2 sets of anchor winches located forward, one at port side and one at starboard side, both Rolls Royce Rauma. The vessel is equipped with 1 crane located by the accommodation with capacity 5 tons used for spare parts -and provision handling. Fans evenly distributed throughout the vessel create good ventilation during loading, discharging and voyage. Maximum air changes are 20 times an hour during cargo operation and 10 times an hour during voyage.

The propulsion machinery is a Mitsubishi-UE 7UEC60LSII engine with an output of 13240kW at 105 rpm. The main engine is attached to a fixed 5-blade propeller and fitted with remote control from the bridge and control room. For increased maneuvering abilities there is one Hitachi thruster installed with an output of 1800 kW. The vessel is equipped with a highly effective double plated spade rudder.

For electrical power supply there are three B&W Holeby generators with a total output of 3300 kW. To ensure sufficient power in emergency situations one emergency generator is installed.

http://www.wilhelmsen.com/services/shipping/fleet/Pages/MV_Tomar.aspx

Last update: 13/5/2011