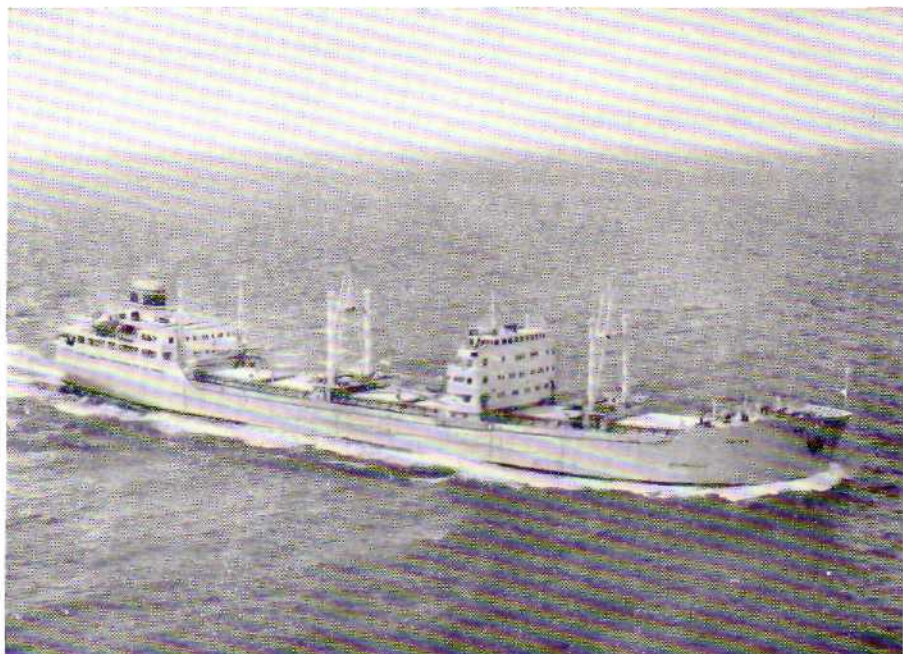


ARICA

A 13,000 T. cargo ship built by LA SEYNE yard, delivered in 1957 to SKIBS A/S VIATOR, ARENDAL.



MAIN CHARACTERISTICS :

Length overall	149.40 m	(490' 2")
Load W.L. length	139.72 m	(458' 5")
Breadth, moulded	19.50 m	(64')
Deadweight	13,051 Tons	
Corresponding draught	8.48 m	(27' 10")
Grain capacity of holds	17,000 m ³	(600,270 cu.ft)
Speed	14.6 knots	
Normal output	5,600 HP	

GENERAL ARRANGEMENT :

The ship is of « Self trimmer type », with one deck, raked stem and cruiser stern. The ship, which involves a forecastle, a middle Bridge and a poop on Aft, is divided into 8 watertight compartments.

- Fore peak and store room.
- Holds 1A, 1B, 2 and 3.
- Machinery and fuel tanks.
- After peak, store rooms and steering gear.

The Fore and Aft peaks are designed for ballasting. The D.B. tanks are designed for diesel-oil, lube-oil, fresh water and salt water.

The wing tanks under deck, triangular shaped, contain salt water for ballasting if the ship is in ballast condition.

There are 4 fuel tanks, 2 in machinery and 2 Forward.

The outline of the 4 holds located forward of machinery has been computed for the bulk transportation (grain, coal, alumina, etc...). These holds are served by two 10-Tons derrick gaffs and ten 5-Tons derrick gaffs.

STRUCTURE OF STEEL HULL :

The hull is built in the longitudinal system for deck and double bottoms, in the transverse system for Fore and Aft peaks and machinery, with extension of prefabricated

elements of double bottoms, bulkheads and deck, all entirely welded.

The main deck is continuous. The shell plating is welded, excepted the bilge strake which is riveted.

The construction has been made under NORSKE VERITAS' control.

ACCOMODATION OF COMPLEMENT :

The staff involves 12 officers and 38 crew.

In the middle Bridge are arranged the suites of the Captain, Owner, Deck officers, Radio Officer and Pilot.

In the poop, there are the cabins and messroom of engineer officers, the P.O.'s cabins, the crew's dining room and recreation room.

On Aft of main deck, crew's cabins.

PROPULSION :

The propelling machinery built in Havre by Mazeline Works of F.C.M. consists of a 8 SD 72 Sulzer diesel engine driving directly the propeller and developing 5,600 HP at 125 r.p.m.

ELECTRICITY :

The electricity supply is made by three 210 KW 220 V Sulzer F.C.M. Generators.

AUXILIARIES :

The refrigeration of ship's cold rooms, klee-cell insulated, is made by two Freon 12 refrigerating plants, direct expansion and automatic operation.

All the hull auxiliaries are electric.

The steering gear is of electro-hydraulic type.

There are one exhaust gas boiler and one Cochran donkey boiler of 1,500 K/H (3,300 lbs/H) each, for ship's service.

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A cargo ship of the same type « ARTHUR STOVE » has been delivered in 1957 to LORENTZEN, OSLO.

A third cargo ship « PRINSDAL » has been delivered in 1958 to MOLTZAU and CHRISTENSEN, OSLO, but with a deadweight tonnage of 14,351 tons, obtained by a draught decreased by 0.65 m (2 1 5/8").