Aker ARC 212

Aker Arctic

Arctic Condensate Tanker

Gas condensate transportation now will be possible from Yamal LNG´s natural gas fields in the Russian Arctic to customers in Europe and Asia throughout the year. The Arc7 ice class vessel is based on Aker Arctic´s Double Acting Ship (DAS™) principle, which allows cargo vessels to operate independently even in the most challenging ice conditions of Russian Arctic.

The Arctic Condensate Tanker can transport about 57 000 m³ of gas condensate or oil cargoes in five cargo segregates.

The newest development is based on practical experience, which accumulated by Aker Arctic from previously designed and successfully operated vessels and continuous research on icebreaking technology.

Aker ARC 212 design is created to break ice up to 1,8 m thick and operate without icebreaking support. When light ice conditions, the vessel sail in ahead direction. The tanker will feature a diesel-electric power plant and a propulsion system consisting of two azimuth propulsion unit. The hull form and moderate ice bow are designed for an economical service speed of 13 knots in open water.

Because of the challenging ice conditions, all equipment and systems are winterized to -50C° ambient temperature. The cold circumstances are also considered in general vessel design in order to maximize crew comfort.

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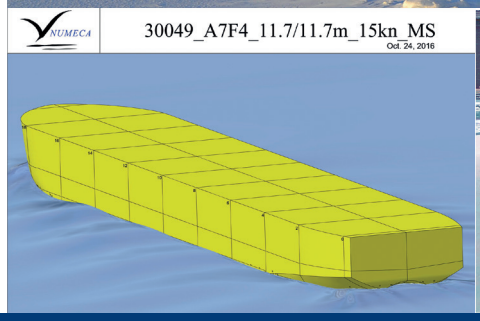

Main dimensions

In 2014, Aker Arctic began investigating options for year-round transportation of gas condensate in co-operation with Yamal LNG.

In November 2016 a design licensing agreement for the basic design and construction of Arctic condensate tanker was signed with the Chinese shipbuilder Guangzhou Shipyard International.

In 2018 the series of test was performed, during which the ship's lightweight and center of gravity were confirmed. Two weeks later, open water sea trials verified that the ship fulfilled the design targets.

In December 2018 the naming ceremony of Boris Sokolov was held. The high ice class ship is named after Captain Sokolov who commanded the world's first nuclear-powered icebreaker for almost 40 years.

In mid-January 2019 the Arctic condensate tanker Boris Sokolov began its journey from China along the Northern Sea Route, arriving to the port of Sabetta.

Boris Sokolov has now joined the Dynacom Tankers Management's fleet.

Length over all	214 m
Breadth	34 m
Draught at design wl	11.7 m
Draught, max	12,65 m
Deadweight	43,300 tons (gas condensate) 49,700 tons (oil)
Cargo and slop tanks	abt. 60,200 m³
Gross tonnage	38,692
Main generating sets	2 x Wärtsilä 12V32 2 x Wärtsilä 16V32 31.4 MW (total)
Propulsion units	Diesel-electric 2 x 11 MW ABB Azipods
Icebreaking capability	1,5 m ahead 1,8 m astern
Service speed	13 knots
Ice class	RMRS Arc7 (equivalent to Polar Class 3)
Classification dual	Russian Maritime Register of Shipping Bureau Veritas

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