



## 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 m<sup>3</sup> 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.

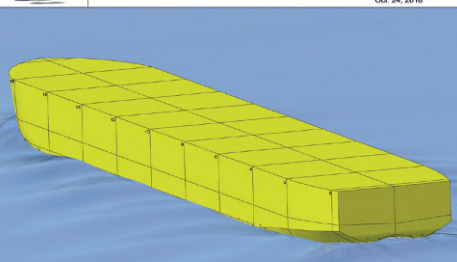
**Aker ARC 212** design is created to break ice up to 1.8 m thick and operate without icebreaking support. In light ice conditions, the vessel sails in ahead direction. The tanker will feature a diesel-electric power plant and a propulsion system consisting of two azimuth propulsion units. The hull form 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 -50°C ambient temperature. The harsh environment is 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 tests 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.

The naming ceremony of the Arctic condensate tanker was held in December 2018. 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.

<b>Length over all</b>	214 m
<b>Breadth</b>	34 m
<b>Draught at design wl</b>	11.7 m
<b>Draught, max</b>	12.65 m
<b>Deadweight</b>	43,300 tons (gas condensate) 49,700 tons (oil)
<b>Cargo and slop tanks</b>	about 60,200 m <sup>3</sup>
<b>Gross tonnage</b>	38,692
<b>Main generating sets</b>	2 x Wärtsilä 12V32E 2 x Wärtsilä 16V32E 31.4 MW (total)
<b>Propulsion units</b>	Diesel-electric 2 x 11 MW ABB Azipods
<b>Icebreaking capability</b>	1.5 m ahead 1.8 m astern
<b>Service speed</b>	13 knots
<b>Ice class</b>	RMRS Arc7
<b>Classification</b>	Russian Maritime Register of Shipping Bureau Veritas

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