

Vinga

IMO/off nr	9012903
Call Signal	LAQF4
Flag	NOR
Ship type	Motorskip, STL/SDS Bøyelaster motor ship, STL/SDS shuttle tanker.
Year Built	1993/07
Shipyard	Sanoyas Hishino Meisho Corp., Mizushima Yard, Kurashiki, Japan.
Sno	1114
Cargo Handling	9 lastetanker 1 bb, 7 c, 1 sb. 1 pumperom. 4 Ishi i Kosakusho CVD-35 lossepumper koblet til hver sin Mitsubishi Heavy Industries ENV-116G damp turbin. Samlet kapasitet 8.000 m³/time.
Tonnage	95.029 tdw, 52.348 brt, 29.659 nrt.
Size	L: 222,12 m-B: 42,00 m-D: 20,3 m.
Propulsion	1 dieselmotor, Sulzer 6RTA62 2-takt/enkeltv., 5-sylinder, syl. dim.: 620 x 2.150 mm. 16.201 BHK ved 107 o. min. Bygget av Diesel United Ltd, Aioi Machinery Works, Aioi, Japan.
Boiler	1 Mitsubishi Heavy Ind. Ltd MAC-40B hjelpekjele (aux. boiler). Arbeidstrykk 18,0 bar. 1 Osaka Boiler MFG. Forced circulation fin type exhaustkjele (economiser). Arbeidstrykk 22,0 bar.
Power	2.250kW/440/220VAC/60Hz.
Class	DnV +1A1 Tanker for Oil ESP E0 PP3.
Vessel:	BRG534199302
Deck Machinery	2 Kawasaki Heavy Ind. Ltd ankerspill. Brake holding power 237 T. 4 Kawasaki Heavy Ind. Ltd fortøyningsvinsjer. Brake holding power 48 T. 1 kran for slange håndtering. 15 t x 10 m. 20 m/min hoisting capacity. 1 monorail traverskran. 3,5 T. 1 proviantkran 8,0 t.
Manager	A/S J. Ludwig Mowinckels Rederi, Bergen.
Owner	Statoil (UK) Ltd, London, England.
Speed	14,0 knop ved et forbruk på 42,0 t/døgn. Bunkerskapasitet 2.688 t.
Port	Bergen-NIS
Aux	2 Daihatsu 6DL-24 dieselgen., koblet til hver sin Nishishiba NTAKL-VC generator, hver 820 kW. 1 Daihatsu 6DLB-22 dieselgen., koblet til Nishishiba NTAKL-VC generator. 610 kW. 1 dieselgen. (nød) 100 kW.
Syst. for maneuvering	1 Techno Nakashima Co. Ltd TC220N Thruster forut. 1.200 kW 1 Mitsubishi Heavy Ind. Ltd, Rapson-Slide DF-170 styremaskin.
Year (y)	1993



BRG53419930220001 VINGA. Bilde via Morten Bjørndalen.

History in Norwegian

1992 Bygget som VINGA ved Sanoyas Hishino Meisho Corp., Mizushima Yard, Kurashiki, Japan for Statoil (UK) Ltd (A/S J. Ludwig Mowinckels Rederi), Bergen. Kjølstrukket 07/04, Sjøsett 23/10. 1993 Ferdigstilt 08/07. Byggekostnad USD 54.502.486. Allerede konvertert til STL (Submerged Turret Loading) & SDS (Stern Discharging System) shuttle tanker før hun forlot byggevekstedet. Dette arbeidet ble avsluttet ved Blom + Voss i Hamburg, Vest-Tyskland og skipet gikk inn i charter på Fulmar feltet på Britisk sektor. 1996 Overført til Den norske Stats Oljeselskap A/S, Stavanger/Bergen-NIS. 1997 Team Ship Management A/S, Bergen ble managers i april. Overført i november til Navion Maritime A/S (Den norske Stats Oljeselskap A/S), Stavanger/Bergen-NIS. 1998 Overført i august til Navion Maritime A/S (Team Ship Management A/S, Bergen), Stavanger-NIS. Omdøpt til NAVION SCOTIA. 1999 Rasmussen Maritime Services AS, Kristiansand ble managers i oktober. 2002 Overført i desember til Navion Offshore Loading A/S, Stavanger (Rasmussen Maritime Services AS, Kristiansand), Stavanger-NIS. 2004 Solgt til Teekay Maritime S.A. (Teekay Norway A/S), Stavanger-NIS. 2005 Solgt til Navion Offshore Loading A/S (OSM Ship Management A/S, Kristiansand), Stavanger-NIS. Omdøpt til SCOTIA SPIRIT. 2008 Overtatt av Teekay Shipping Ltd (OSM Ship Management A/S, Kristiansand), Hamilton, Bermuda/Stavanger-NIS. 2009 Teekay Shipping Ltd, Glasgow, Scotland ble managers 27/04. Registrert i Nassau, Bahamas. 2011 Solgt i august til Anisia Shipping Ltd, Basseterre, St Kitts & Nevis. Omdøpt til SCOTIA. Registrert i Funafuti, Tuvalu. 2011 Solgt i september til hogging for USD 535 per LDT (Totalt USD 9.012.075). Hogging begynte 03/09 ved Anand Export, Alang, India.

History

1992 Built as VINGA at Sanoyas Hishino Meisho Corp., Mizushima Yard, Kurashiki, Japan for Statoil (UK) Ltd (A/S J. Ludwig Mowinckels Rederi), Bergen. Keel laid 07/04, launched 23/10. 1993 Completed 08/07. Building costs USD 54.502.486. All ready converted to STL (Submerged Turret Loading) & SDS (Stern Discharging System) shuttle tanker before she left the Yard. This converting work was completed by Blom + Voss in Hamburg, West Germany and the vessel started on a charter at the Fulmar oil field in the British sector. 1996 Transferred to Den norske Stats Oljeselskap A/S, Stavanger/Bergen-NIS. 1997 Team Ship Management A/S, Bergen became managers in April. Transferred in November to Navion Maritime A/S (Den norske Stats Oljeselskap A/S), Stavanger/Bergen-NIS. 1998 Transferred in August til Navion Maritime A/S (Team Ship Management A/S, Bergen), Stavanger -NIS. Renamed NAVION SCOTIA. 1999 Rasmussen Maritime Services A/S, Kristiansand became managers in October. 2002 Transferred in December to Navion Offshore Loading A/S (Rasmussen Maritime Services A/S, Kristiansand), Stavanger-NIS. 2004 Sold to Teekay Maritime S.A. (Teekay Norway A/S), Stavanger-NIS. 2005 Sold to Navion Offshore Loading A/S (OSM Ship Management A/S, Kristiansand), Stavanger-NIS. Renamed SCOTIA SPIRIT. 2008 Taken over by Teekay Shipping Ltd (OSM Ship Management A/S, Kristiansand), Hamilton, Bermuda/Stavanger-NIS. 2009 Teekay Shipping Ltd, Glasgow, Scotland ble managers 27/04, registered in Nassau, Bahamas. 2011 Sold in August to Anisia Shipping Ltd, Basseterre, St Kitts & Nevis. Omdøpt til SCOTIA. Registered in Funafuti, Tuvalu. 2011 Sold in September as scrap for USD 535 per LDT (Total USD 9.012.075). Demolition began 03/09 by Anand Export, Alang, India.