

## 16,500 dwt Product Oil/Chemical/IMO II tankers

### Description

Single screw tanker with 12 tanks for oil cargo, 2 tanks for slops, 12 water ballast tanks and one centre bottom ballast tank. Accommodation is subject to final layout which will be mutually agreed. Main engine foundation to be integrated in the double bottom structure. The cargo handling system shall consist of 14 hydraulic type deep well cargo pump and slop pump which with double valves segregation 6 main lines for cargo tanks delivering to discharge to the manifolds. The vessel shall be suitable for carrying liquid product oil, vegetable oil and IMO II chemicals up to S.G 1.55 in accordance with Class Notation, technical specification and which are not harmful to vessel's cargo system. Cargo tanks are fully coated with a phenolic epoxy coating system and underwater hull provided with a five-year tin-free SPC A/F system. The vessel will be provided with the following ABS Notations: \*A1 (E) Oil and Chemical Carrier, ESP, SafeHull, UWILD, TCM, \*AMS, \*ACCU, COW, ES, SEC.

### Dimensions

Length overall:	abt. 144.00 m
Length between perpendiculars:	abt. 135.6 m
Breadth moulded:	23.00 m
Depth moulded:	abt. 12.50 m
Summer draught:	abt. 8.80 m
Dwt at summer draught:	16,500 metric tones
Total Cubic Capacity: (at 98% filling, including slops tanks)	abt. 19,500 m <sup>3</sup>

### Tonnage – preliminary figures

International	GRT	NRT
	11,248	5,040

### Speed, Cruising Range & Fuel Consumption

Bunker grade: 380 cSt bunker fuel M/E only

Speed (in knots)	Laden (t/d)	Ballast (t/d)
12.0	14.20	11.30
12.5	16.00	12.70
13.0	18.00	14.10
13.5	20.50	15.80
14.0	23.90	17.70

Above consumption figures are based on the vessels' specifications (scantling draught) basis MDO test fuel figures and projected to HFO figures by applying the empirical multiplier of 6% reflecting the difference in calorific values of HFO and MDO. Above figures include a further 5% extra consumption related to M/E manufacturer tolerance as stated in the building specification and a further 1% allowance for sludge. Main engine performance figures refer to clean hull and calm weather (BF2) as per the assumptions of the designer study. Due to the theoretical approach Charterers acknowledge that the above figures may be subject to deviations. Owners have provided the above consumption figures in good faith, however do not warrant that they are more than adequate.

Cruising range for normal service at scantling (summer) draught and 90% MCR with one D/G on HFO: approx. 7,500 sea miles.

### **Main Engine**

One (1) set B&W 6S35MC	MCR	CSR
	4,440 kW x 173 rpm	3,996 kW x 167 rpm

### **Electricity**

Diesel generator: 3 x abt. 600 kW burning HFO

### **Pumps**

Twelve (12) with 335 m<sup>3</sup>/h capacity for each, deep well FRAMO type submerged centrifugal pumps, high pressure hydraulic motor driven.

Ballast pumps: two (2) single stage, vertical centrifugal submerged type hydraulic driven x abt. 500 m<sup>3</sup>/h.

Maximum loading rate: total about 2,100 m<sup>3</sup>/h

Maximum discharge rate: 2,000 m<sup>3</sup>/h at 110 mLc, S.G 0.8 t/m<sup>3</sup>

### **Tank cleaning**

Tank cleaning heater: One (1) shell-tube steam heated tank-wash heat exchanger of 120 m<sup>3</sup>/h capacity to deliver washing water of 70°C, with sea water temperature 20°C.

Tank cleaning machines: 26 single nozzle, programmable type sets (2 fixed for each cargo tank and 1 fixed for each slop tank) with capacity of 14 m<sup>3</sup>/h.

In addition to the fixed cleaning machines, two (2) portable tank cleaning machines with capacity of approx. 11 m<sup>3</sup>/h x 7 bar for each are provided, for tank cleaning through tank cleaning hatches.



- Application of High Tensile Steel is max. 5%.
- Deck Mounted FRAMO Heaters, no heating coils inside tanks

---

All details and information are given to the best of the Owners' knowledge, but are only taken as approximate and without guarantee and subject to reconfirmation.