



HANSEATIC TANKERS

16,500 dwt Product Oil/Chemical/ IMO IIk tankers

Description

Single screw tanker with 12 tanks for oil cargo, 2 tanks for slops (on top of No. 1 hold), 12 water ballast tanks and one centre bottom technical FW/ballast tank. Accommodation is subject to final layout which will be mutually agreed. Main engine foundation to be integrated in the double bottom structure. All cargo pumps to be installed in pump room and driven by independent electric motor in engine room through bulkhead stuffing boxes. Pumps foundations may be integrated in the bottom structure. 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, Safe Hull, UWILD, TCM, *AMS, *ACCU, COW, ES, SEC.

Dimensions

Length, overall:	abt. 144.00 m
Length between perpendiculars:	135.60 m
Breadth moulded:	23.00 m
Summer draught:	8.80 m
Depth moulded:	12.50 m
Dwt at summer draught:	16,500 metric tons
Total Cubic Capacity: (at 98% filling, including slops tanks)	abt. 19,500 m ³

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 of 8.80 m and 90% MCR with one D/G on HFO: approx. 7,500 sea miles

Main Engine

One (1) set B&W 6S35MC	MCR	NCR
	4440 kW at 173 RPM	3996 kW at 167 RPM

Electricity

Diesel generator: 3 x abt. 600 kW burning HFO

Pumps

Four (4) sets of 500 m³/h capacity for each, twin-screw pumps, single suction, individual, double speed, independent electric motor driven, with double valve segregation.

One (1) twin screw type cargo stripping pump of 25 m³/h to be installed in cargo pump room.

Ballast pumps: two (2) single stage, horizontal centrifugal type x abt. 300 m³/h.

One (1) ballast ejector of 100 m³/h to be fitted in cargo pump room, which driven by the G.S/fire pumps.

Maximum loading rate: total abt. 2100 m³/h

Maximum discharge rate: 2000 m³/h at 100 mLc, S.G 1.025 t/m³

Tank Cleaning

Tank cleaning heater: One (1) shell-tube type steam heated tank-wash heat-exchanger of 150 m³/h capacity, to deliver washing water of 70°C, with sea water temperature 20°C.

- SAAB Tank Radar for cargo ullaging
- 2 Fixed Cleaning Machines (single nozzle, programmable) per tank
- Fatigue Life: 25 years
- Hull constructed 100% on mild steel
- Logstor Steam Pipe Insulation on deck

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.