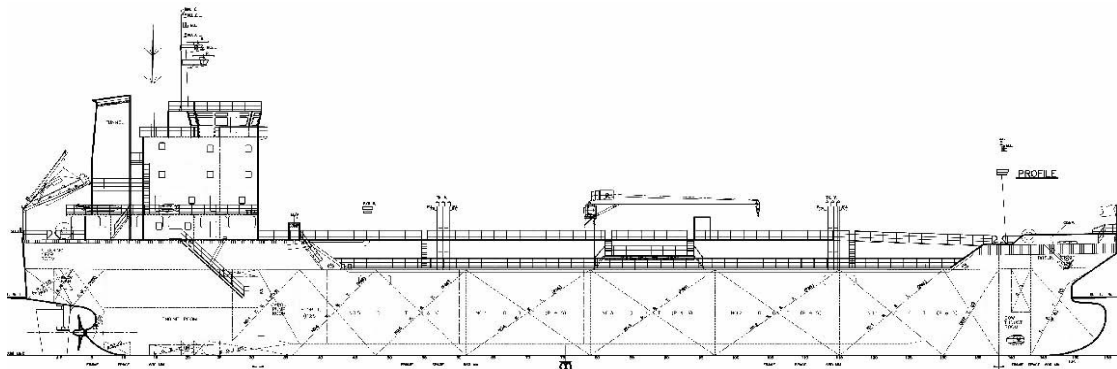


6,200 DWT BUNKER / CPP TANKERS

GENERAL PARTICULARS



The vessel is able to load cargoes with specific gravity up to 1.025 mt/m³. All tanks are suitable for cargo with flash point of below 60°C.

The vessel is constructed with five (5) pairs of cargo oil tanks and one (1) pairs of slop tanks. Six pairs of ballast tank are arranged at the wing tank and double bottom tank within the cargo oil space.

Classification

BV | +HULL +MACH, OIL TANKER, ESP, UNRESTRICTED NAV, +AUTO-UMS, MON-SHAFT

Flag	-	Panama
Built (where / when)	-	Shenfei Rongcheng, China

Principal Dimensions

Summer Deadweight	-	abt 6,200 tdw
Summer Draft	-	abt 6.50 m
LOA	-	102.7 m
LBP	-	95.00 m
Breath (Moulded)	-	17.80 m

Cargo Tanks

Main Cargo Tanks	-	5 Pairs of Main Cargo Tanks (P&S)
------------------	---	-----------------------------------

Main Engine and Propulsion Machinery

Hyundai Himsen 9 H25/33
 CSR (85% MCR) 2125kw approximately
 Berg Controllable Pitch Propeller (CPP)

Bowthruster

300 kW

Speed/Cons

Abt 11.7 kns on abt 9.8 MT / Day

Above is strictly estimated and subject to final confirmation during speed trials / builders confirmation.

Generators

2 Diesel Generator Sets	-	400kW at 1800 rpm
1 Shaft Generator	-	400 kW

Capacities

Cargo Tank Capacity (100%)	-	7,000 m ³
Slop Tanks (100%)	-	250 m ³
Fuel Tank Capacity (100%)	-	200 m ³
Fresh Water Capacity (98%)	-	100 m ³
Ballast Tank Capacity	-	2,000 m ³

Cargo Pump System

Number of Cargo Pumps	-	3 Sets
Type of pumps	-	Single stage screw type
Pump ratings	-	2 sets with 750 m ³ /hr plus 1 set with 300 m ³ /hr
Stripping pump rating	-	150 m ³ /hr
Segregations	-	3 Full segregations

Cargo Heating

One Aux Oil fired steam boiler

Capacity 6,000kg/h x 6kg/cm² with feed water temperature 60 °C

The cargo heating system is capable of maintaining cargo at 55°C with sea temperature 0 °C and ambient air temperature -10 °C.

The heating capacity to be sufficient to raise temperature of a cargo load from 55°C to 75°C in 96 hours with ambient air temp. -10°C and sea water temperature 0°C.

Slop tank heating to be capable of raising the temperature of a 50% slop tank from 15°C to 66°C in 24 hours under the same ambient conditions

Heating coils for cargo tanks (316L Stainless steel heating coils)

Ballast Pumps

Two (2) single stage, self priming, vertical centrifugal type pumps.

Capacity - 200 m³/h

Tank Coatings

Cargo and Slop Tanks	-	Epoxy Coating 300 microns
Ballast Tanks	-	Modified Epoxy 400 microns

Deck Gear

Cargo hose handling cranes - 2 tonnes SWL

Special Provisions

The vessel is fitted with a high lift flap type rudder.

Miscellaneous Features

A two inlets and one outlet blender is fitted on the main deck.

Two flowmeters are fitted at the inlets and one viscostat is fitted at the outlet of the blender.

The capacity of the blender is equal to the maximum capacity of two segregated cargo pumps.

Three flowmeters with filters are installed at the outlet of the manifold.

Advanced Fendering System

An advanced fendering system is fitted in order to protect the vessel against frequent collisions between the vessel and any vessel receiving bunkers.

The fendering system is made up from hard steel fendering for the upper deck at the side and top of the bilge strake. Rubber fenders are arranged on the forecastle deck side, poop deck sides and other areas where the vessel is likely to come into contact with other vessels at any angle until such point where the Yokohama fenders offer protection.

All details are about and without guarantee and subject to final confirmation from yard.