TANKER FOR OIL PRODUCTS AND CHEMICALS
IMO II & III TYPE

- Latest Dual Fuel technology to operate on LNG in ECA zones (IMO Tier III) and HFO outside at competitive fuel costs
- Based on successful design of 60+ built vessels
- Single decked with machinery and accommodation located aft
- Single screw propulsion with low speed DF main engine
- Propeller shaft clutch with PTO/PTI as “Take Me Home” device and booster
- Low fuel oil consumption, high propulsive efficiency

- Twelve (12) cargo tanks (+2 slop tanks) by means of transverse bulkheads and CL longitudinal bulkhead
- Cargo handling with high loading- / discharging capacities
- Double bottom and double shell protection
- Clean design — fuel tanks in engine room arranged with cofferdams against outer shell
- Ice Class 1A (Finnish-Swedish)

MAIN DATA
Length over all 145.0 m
Deadweight, max. 16,700 dwt
Cargo capacity abt. 19,500 m³

Service speed 13.5 knots
2-stroke DF main engine 5,100 kW

Operation range “Worldwide”
Cargo segregation 12 cargo tanks

Fuel oil cons. serv. speed on design draught (LNG mode, without SG) 11.3 t/day

DISCLAIMER:
The information contained in this leaflet is believed to be correct but it is not guaranteed and will not form part of any contract or agreement, nor may it be relied on in any court or arbitration proceedings.
**MAIN DIMENSIONS**

- Length over all, approx. ................. 145.00 m
- Length between PP .................. 134.70 m
- Breadth moulded ...................... 23.00 m
- Depth moulded, approx. ............. 12.40 m
- Design draught ....................... 8.40 m
- Scantling draught ..................... 9.20 m
- Deadweight, des. draught .......... 14,500 dwt
- Deadweight, contl. draught ....... 16,700 dwt

**SPEED**

- Service speed, design draught .......... 13.5 knots  
(74%MCR, 15%Sea Margin, 450 kW S/G)
- Trial speed, approx. .................... 15.9 knots  
(100%MCR, no S/G)

**CAPACITIES**

- Cargo tanks 100% (excl. slop) ........ 19,500 m³
- LNG tanks, approx. .................... 720 m³
- Slop tanks, approx. .................... 450 m³
- Ballast water tanks, abt. ............ 7,500 m³
- MDO/MGO, approx. ..................... 450 m³
- Lub. Oil, approx. ....................... 50 m³
- FW (tech. & potable), approx. ........ 400 m³

**CARGO EQUIPMENT**

- Segregation ...................... 12 (2 x 6) cargo tanks
- Cargo pumps (submerged) ............ 12 x 300 m³/hr
- Cargo pumps type .................. Deep-well, electric
- Slop tanks pump .................... 2 x 150 m³/hr
- Discharge rate (6 simult.) .................. 1,800 m³/h

**MACHINERY**

- Main engine (WSX52DF) .................. 5,100 kW
- Generator sets (6L20DF) .............. 2 x 1,110 kW
- Shaft generator ...................... 1 x 1,500 kW
- Emerg. / harbour generator .......... 1 x 300 kW
- Propeller ............................. 1 x CPP, Ø 5,400 m

**ENVIRONMENTAL**

- Sewage and garbage handling fully compliant with MARPOL IV/V
- B.W. Treatment Plant compliant with MARPOL V

**FUEL CONSUMPTION**

(Fuel consumption, service speed, design draught, 15% SM)

- Fuel consumption, (-S/G), LNG ........ 11.3 t/d
- Fuel consumption, (-S/G), MDO ........ 13.8 t/d
- Fuel consumption, (+S/G), LNG ........ 12.9 t/d
- Fuel consumption, (+S/G), MDO ........ 15.7 t/d

**ENDURANCE**

- Endurance, serv. speed on LNG .......... 7,300 nm
- Endurance, serv. speed on MDO .......... 7,600 nm

**CLASSIFICATION**

- Dnv + 1A, Tanker for Oil Products ESP,  
  Tanker for Chemicals, ICE 1A, CLEAN, NAUT- 
  OC, EO, ETC, VCS-2, TMON, GAS FUELLED

- or equivalent IACS

E-mail: shipdesign@wartsila.com

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