

VESSEL NAME		FLAG	
<b>114K LR2 New Building Project</b>		 Liberia	
BUILD	CALL SIGN	MMSI	IMO
TYPE		HULL	
<b>Oil Tanker</b>		<b>Double Hull</b>	
BUILDER			
<b>COSCO SHIPPING Heavy Industry (Yangzhou) Co, Ltd</b>			
CLASSIFICATION SOCIETY		P&I CLUB	
<b>BV</b>			
CLASS	HULL NUMBER		
<b>Type LR2 Ice Class 1C</b>	<b>HN 1200/1201/1244/1245</b>		
CLASS NOTATION			
<b>I, +HULL, +MACH, Oil tanker, CSR, CPS(WBT), ESP, Unrestricted navigation, AUT-UMS, VCS, MON-SHAFT, SPM, INWATERSURVEY, CLEANSHIP, BWT, CPS(COT), GREEN PASSPORT, BWE, Tier III, EGCS-SCRUBBER, ICE CLASS 1C</b>			

**PRINCIPAL PARTICULARS**

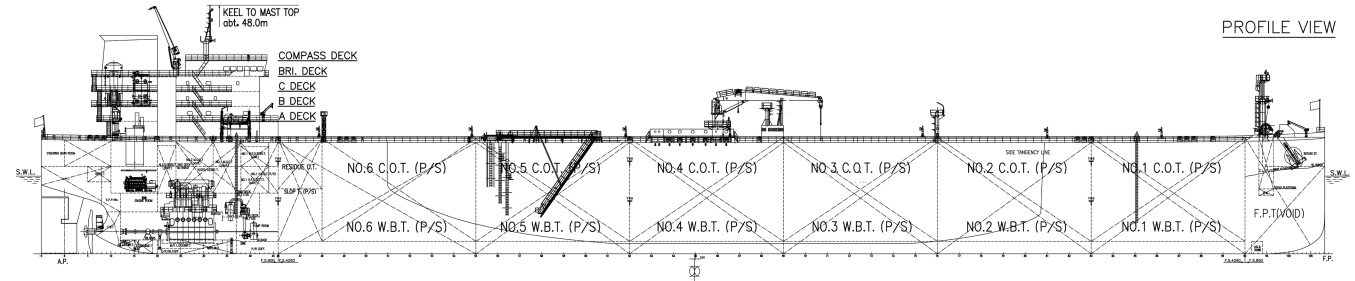
LENGTH O.A.	LENGTH B.P.	BREADTH MLD.	DEPTH MLD.
<b>248.80m</b>	<b>244.30m</b>	<b>44.00m</b>	<b>21.5m</b>
DESIGNED DRAFT	SCANT. DRAFT	DEADWEIGHT (DESIGNED/SCANT.)	
<b>13.5m</b>	<b>15.00m</b>	<b>114,000t</b>	
FREEBOARD DECK	FREEBOARD TYPE	CAMBER	KTM
<b>Upper Deck</b>	<b>A Type</b>	<b>1.00m</b>	<b>48.0m</b>

FUEL OIL CONSUMPTION  
**Designated fuel oil consumption shall be approx. 33.8 MT per day.**

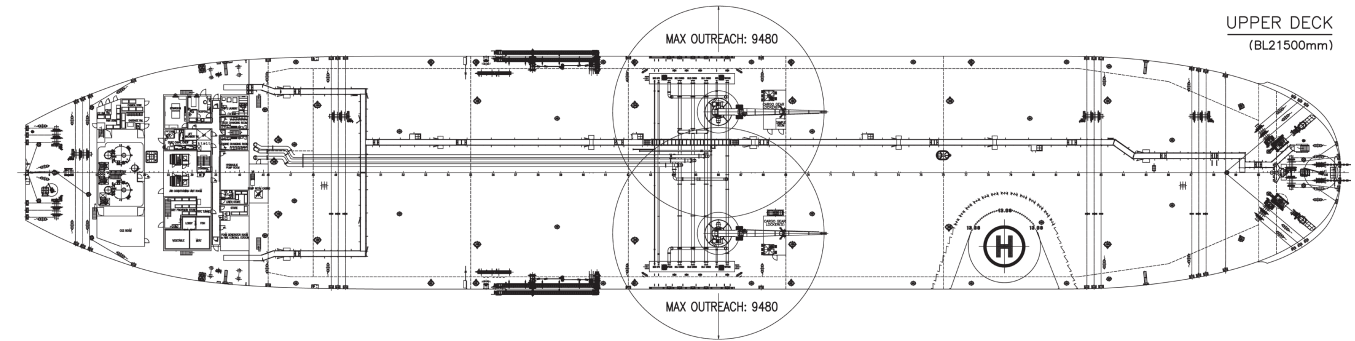
**MAIN ENGINE**

ENGINE TYPE	
<b>MAN B&amp;W 6G60ME-C10.5-HPSCR (Tier III)</b>	
MCR	NCR
<b>10.800Kw x 72.0 rpm</b>	<b>(82.5%S MCR) 8.910kW x 67.5 rpm</b>
SERVICE SPEED (NCR with 15%S.M. at DESIGNED DRAFT 13.5m)	
<b>14.30 knots</b>	
PROPELLER	
<b>Fixed pitch, 4 bladed solid, keyless Nickel aluminium bronze</b>	

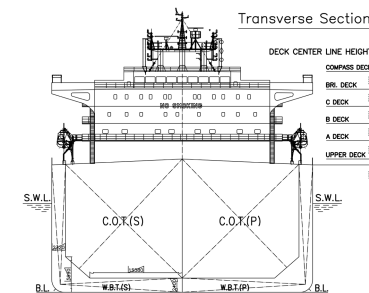
**PROFILE VIEW**



**UPPER DECK**




**TRANSVERSE SECTION**



**MAIN MACHINERIES/SYSTEMS**

Aux Engines (Maker/Type/No./Max Power):	<b>YANMAR / 6EY22-ALWS / 3 units / 1370KW each</b>
Auxiliary Boilers (Maker/Type/Prod.):	<b>MHI / MAC-25B / 2 units / 25 tons/hr each</b>
Composite Boiler (Maker/Type/Prod.):	<b>MHI / MJC-250 / 5 tons/hr</b>
Inert gas systems:	<b>IGS and IGG of 500 cum/hr production</b>
Cargo and Ballast Pumps:	<b>SHINKO / Cargo: 3 x 3,000 cum/h &amp; WBP: 2 x 1,800 cum/h</b>
EGCS:	<b>PANASIA / Open Loop Scrubber</b>
SCR:	<b>M/E: Low Sulphur High Pressure SCR Aux Engines: Low Pressure SCR</b>

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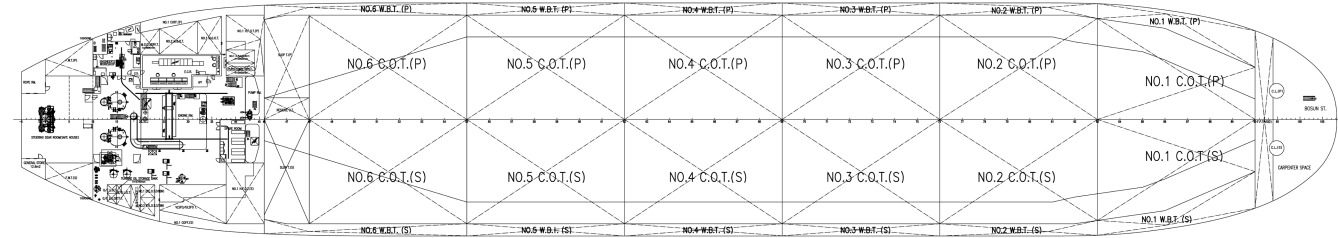
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**2nd DECK/STEERING PLATFORM**



**LIQUID CARGO (DENSITY=1.000 T/M<sup>3</sup>)**

DES	FRMIN #	FRMAX #	VNET m <sup>3</sup>	98%*VNET m <sup>3</sup>	CGX m	CGY m	CGZ m	IYMAX m <sup>4</sup>	PERM
NO.1 C.O.T.(P)	83	90	8642.43	8469.58	212.303	7.694	12.663	10940.5	0.95
NO.1 C.O.T.(S)	83	90	8642.43	8469.58	212.303	-7.694	12.663	10940.5	0.95
NO.2 C.O.T.(P)	76	83	11185.62	10961.91	184.055	9.562	12.413	18816.3	0.95
NO.2 C.O.T.(S)	76	83	11185.62	10961.91	184.055	-9.562	12.413	18816.3	0.95
NO.3 C.O.T.(P)	69	76	11234.69	11010.00	154.290	9.600	12.395	18940.9	0.95
NO.3 C.O.T.(S)	69	76	11234.69	11010.00	154.290	-9.600	12.395	18940.9	0.95
NO.4 C.O.T.(P)	62	69	11234.69	11010.00	124.470	9.600	12.395	18940.9	0.95
NO.4 C.O.T.(S)	62	69	11234.69	11010.00	124.470	-9.600	12.395	18940.9	0.95
NO.5 C.O.T.(P)	55	62	11234.69	11010.00	94.650	9.600	12.395	18940.9	0.95
NO.5 C.O.T.(S)	55	62	11234.69	11010.00	94.650	-9.600	12.395	18940.9	0.95
NO.6 C.O.T.(P)	48	55	10407.25	10199.10	65.310	9.106	12.921	18940.9	0.95
NO.6 C.O.T.(S)	48	55	10407.25	10199.10	65.310	-9.106	12.921	18940.9	0.95
SLOP T.(P)	46	48	2150.59	2107.58	45.764	9.125	13.367	3454.4	0.95
SLOP T.(S)	46	48	2492.50	2442.65	45.750	-8.153	13.931	5252.0	0.95
RESIDUE O.T.	46	48	341.91	335.07	45.660	2.044	17.479	48.9	0.95
<b>SUBTOTAL</b>			<b>132863.76</b>	<b>130206.48</b>	<b>133.708</b>	<b>0.000</b>	<b>12.573</b>		

**HEAVY FUEL OIL : (DENSITY=0.991 T/M<sup>3</sup>)**

DES	FRMIN #	FRMAX #	VNET m <sup>3</sup>	98%*VNET m <sup>3</sup>	CGX m	CGY m	CGZ m	IYMAX m <sup>4</sup>	PERM
NO.1 H.F.O.T.(P)	38	46	641.04	628.22	37.959	15.079	15.839	465.0	0.95
NO.1 H.F.O.T.(S)	38	46	899.98	881.98	37.624	-13.708	15.733	907.8	0.95
VLSFO/ULSFO T.	24	38	679.99	666.39	28.460	-15.340	16.764	259.6	0.95
NO.1 H.F.O.SERV.T.	38	44	50.77	49.76	36.900	11.890	18.850	6.7	0.95
VLSFO/ULSFO SERV.T.	38	44	50.77	49.76	36.900	9.430	18.850	6.7	0.95
NO.1 H.F.O.SETT.T.	38	44	56.09	54.97	36.900	11.275	14.315	3.9	0.95
VLSFO/ULSFO SETT.T.	38	44	56.09	54.97	36.900	9.225	14.315	3.9	0.95
<b>SUBTOTAL</b>			<b>2434.72</b>	<b>2386.03</b>	<b>35.089</b>	<b>-4.465</b>	<b>16.113</b>		

**DIESEL OIL : (DENSITY=0.890 T/M<sup>3</sup>)**

DES	FRMIN #	FRMAX #	VNET m <sup>3</sup>	98%*VNET m <sup>3</sup>	CGX m	CGY m	CGZ m	IYMAX m <sup>4</sup>	PERM
NO.1 M.G.O.T.	24	32	366.85	359.52	25.388	14.930	17.072	106.5	0.95
NO.2 M.G.O.T.	32	37	287.09	281.35	31.107	15.545	16.928	116.0	0.95
M.G.O.SERV.T.	20	24	124.85	122.36	19.865	14.330	16.807	27.1	0.95
<b>SUBTOTAL</b>			<b>778.80</b>	<b>763.22</b>	<b>26.611</b>	<b>15.061</b>	<b>16.977</b>		

**BALLAST TANKS**

Total capacity of Ballast Tanks at 98% **38628.3 M<sup>3</sup>**

**CARGO SYSTEM**

The vessel is suitable for carrying crude and product oil having a close cup test flash point below 60°C and up to 1.025 SG listed in MARPOL 73/78 Annex I appendix I including Jet fuels and bio fuel blends with minimum 75% petroleum except asphalt solution.

The cargo oil piping system is designed for loading /unloading three (3) grades of cargo at the same time.

Nominal unloading rate **9,000 cum/h**

Nominal loading rate **Approx. 10,800 cum/h**

Design maximum loading rate per manifold **3,600 cum/h**

**MISCELLANEOUS: (DENSITY 1.000 T/M<sup>3</sup>)**

DES	FRMIN #	FRMAX #	VNET m <sup>3</sup>	98%*VNET m <sup>3</sup>	CGX m	CGY m	CGZ m	IYMAX m <sup>4</sup>	PERM
SLUD.T.	20	27	12.91	12.65	21.150	10.250	11.305	7.8	0.95
H.F.O.OVER.T.	38	42	40.18	39.38	36.000	9.430	9.415	4.5	0.95
UREA T.	5	10	108.49	106.32	6.750	4.100	15.400	206.8	0.95
CONDEN.W.T.	10	15	15.76	15.45	11.726	-9.592	11.079	14.6	0.95
GREY W.T.	10	14	108.52	106.35	10.874	12.042	14.514	101.2	0.95
SEWAGE T.	10	20	57.72	56.57	14.867	10.193	10.821	89.4	0.95
C.W.T.	7	12	33.69	33.02	9.195	0.000	4.283	5.1	0.95
CLEAN BILGE T.	15	19	28.87	28.29	15.604	0.107	1.664	32.3	0.95
OILY BILGE T.	25	37	50.61	49.60	29.220	-2.781	1.588	28.9	0.95
WASTE O.T.	25	37	56.66	55.53	29.497	2.990	1.632	45.3	0.95
<b>SUBTOTAL</b>			<b>513.42</b>	<b>503.15</b>	<b>16.722</b>	<b>5.321</b>	<b>9.611</b>		