

Medium Range 50,390 MT DWT / 56,802 m³ Double Hull Oil/Chemical Tankers

Flexibility through:

- 7 grades with double valve segregation
- Cargo tanks without internal structures, facilitating a fast & efficient tank cleaning
- Shallow draft
- Low bunker consumptions

Reliability through:

- Fast discharge operation
- Bow Thruster fitting, enhancing maneuvering in port & restricted areas.
- Reliable itineraries

Safety and Service through:

- Newbuilding, double hull fleet taking into a/c the latest Technology/Industry developments
- 'Clean' Notation & 'Green Passport'
- Short transit times

Intended Trading Area:

- World wide within Institute Warranty Limits.
- The 'Standard' Trading exclusions apply

General Description

Built by	Guangzhou Shipyard International (GSI), China
Class	DNV +1A1, CSR Tanker for Chemicals and Oil, Double Hull, ESP, SPM, E0, VCS-2, BWM-E(s) BIS, TMON, Ship Type 2/3
Main Engine	MAN B&W 6S50MC-C MCR 9480 kW
Cargo Grades Capability	Clean Petroleum Products, Vegetable Oils/Palm Oils, Easy Chemicals

Key Dimensions

<u>Metric Measurements</u>	
Summer Deadweight	50,390 mt
Summer Draft	12.60 m
Length Overall	183.20 m
Beam	32.20 m
Distance Keel to Top of Mast	47.50 m
Moulded depth	18.20 m
International Gross Tonnage	30,235
SBT reduced GRT	23,644
International Net Tonnage	14,690
Suez Net Tonnage	26,874.98
Panama Net Tonnage	
Tons per cm Immersion	55.42 mt
Speed (Laden, about)	14.50 knots

Cargo Capacity

<u>Cargo Type</u>	<u>Density*</u>	<u>Cargo Intake(98%)</u>	
		m ³	mtons
Gasoline	0.74	56,802	42,033
Naphtha	0.71	56,802	40,329
Jet Fuel	0.79	56,802	44,873
Gasoil	0.835	56,802	47,430
Vegoils	0.919	56,802	48,500
Palmoils	0.892	56,802	48,500

*Densities at loaded temp.

Cargo Tanks

	<u>Cubic meters (98%)</u>	<u>US Barrels (98%)</u>
Cargo Tank 1 P	3,436.206	21,613.04
Cargo Tank 1 S	3,464.976	21,794.00
Cargo Tank 2 P	4,873.925	30,656.00
Cargo Tank 2 S	4,870.730	30,635.92
Cargo Tank 3 P	4,309.789	27,107.72
Cargo Tank 3 S	4,322.708	27,188.97
Cargo Tank 4 P	4,309.970	27,108.85
Cargo Tank 4 S	4,318.623	27,163.27
Cargo Tank 5 P	4,311.955	27,121.33
Cargo Tank 5 S	4,322.767	27,189.34
Cargo Tank 6 P	4,303.075	27,065.48
Cargo Tank 6 S	4,306.607	27,087.70
Total COT	51,148.331	321,712.77
Slop (P)	2,331.192	14,662.73
Slop (S)	2,831.709	17,810.88
Slop No. 3 (P)	490.933	3,087.87
Total Slops	5,653.831	35,561.47
Grand Total	56,802.165	357,274.26

Vessels

M/T DIGNITY

Year Built 04/2010
Flag Liberian
Port of Registry Monrovia

M/T CLARITY

Year Built 07/2010
Flag Liberian
Port of Registry Monrovia

M/T HONESTY

Year Built 01/2011
Flag Liberian
Port of Registry Monrovia

Natural Segregations

<u>Group</u>	<u>Cargo Tanks</u>	<u>98%</u>	<u>% of total</u>
1	1 P&S	6,901.182	12.15 %
2	2 P&S	9,744.655	17.15 %
3	3 P&S	8,629.497	15.20 %
4	4 P&S	8,628.593	15.20 %
5	5 P&S	8,634.722	15.20 %
6	6 P&S	8,609.682	15.15 %
7	Slop Tanks	5,653.831	10.0 %

Cargo Handling

Grades	7, with true line/double valve segregation.
Lines/Manifolds	7 main lines and manifolds. Closed loading system.
Cargo Pumps	Deepwell. 12, rated at 550 m ³ /hour, 2, rated at 300 m ³ /hour and 1, rated at 70 m ³ /hour.
Coating	Interline 994, Phenolic Epoxy coating in all cargo tanks.
Heating	Deck Heat Exchangers in stainless steel for each cargo tank and steam heating coil of stainless steel in each slop tank.
Manifold Reducers	Ranging from 400 mm to 150 mm and minimum in accordance with OCIMF requirements
Tank Cleaning System	Fixed tank cleaning machines in each cargo tank and two portable machines available.
Vapour Return System	Fitted, in accordance with USCG Regulations.

Cargo Intakes on various Restricted Drafts

Upriver , Argentina - Fresh Water

29'	28,000 mt
29' 06"	28,700 mt
30'	29,500 mt
30' 06"	30,250 mt
31'	31,000 mt
31' 06"	31,800 mt
32'	32,650 mt
32' 06"	33,400 mt
33'	34,200 mt
33' 06"	35,000 mt
34'	35,850 mt

Paranagua, Brazil - Brackish water (Basis salinity1.010)

39'	44,500 mt
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Panama Canal - Tropical Fresh

39' 06"	44,500 mt
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New York - Brackish water arrival draft (Basis salinity1.010)

37'	41,200 mt
38'	42,900 mt

Port Kelang, Malaysia - Brackish water (Basis salinity1.010)

10.50 mtrs	37,100 mt
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Yangtze River, China - Fresh water

10.50 mtrs	36,300 mt
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Philippines - All drafts below basis water density 1.023

Tacloban/Tolosa -

max 10.5M for vsl to be able to sail any time : 37,700 mt
max 11.0M vsl can sail during hightide only : 40,450 mt

Cagayan De Oro - 11M : 40,450 mt

Calbayog - 12M : 45,900 mt

Legaspi - Globe berth 12M : 45,900 mt

Oil berth 10M : 35,000 mt

Iligan - Granex berth 11.5M : 43,200 mt
Iligan Bay berth 9M : 29,700 mt

Davao - Legoil berth 11M : 40,450 mt
New Davao berth 12M : 45,900 mt
Interco berth 8.5M : 27,100 mt

Mati, Davao - 12M : 45,900 mt

General Santos - 13M : 48,500 mt

Zamboanga - Phidco berth 9.5M : 32,300 mt
Interco 12M : 45,900 mt

