

SINAR MAUMERE 3,986 DWT Chemical Carrier 32

☐ Contents ☐ By Builder ☐ By Ship Type



SINAR MAUMERE 3,986 DWT Chemical Carrier 32

This vessel is a tanker carrying product oils and dangerous chemicals with a flash point below 60 degrees Celsius in bulk.

The cargo tank is divided into 10, and a total volume of 4501cbm is secured. The structural material of the cargo tank is NSSC-2120 stainless steel manufactured by Nippon Steel Corporation, into which most of the dangerous chemicals can be loaded.

In addition to securing loading capacity, consideration is also given to improved fuel economy and facilitated piercing work such as equipment of the stern-fin and flap rudder.

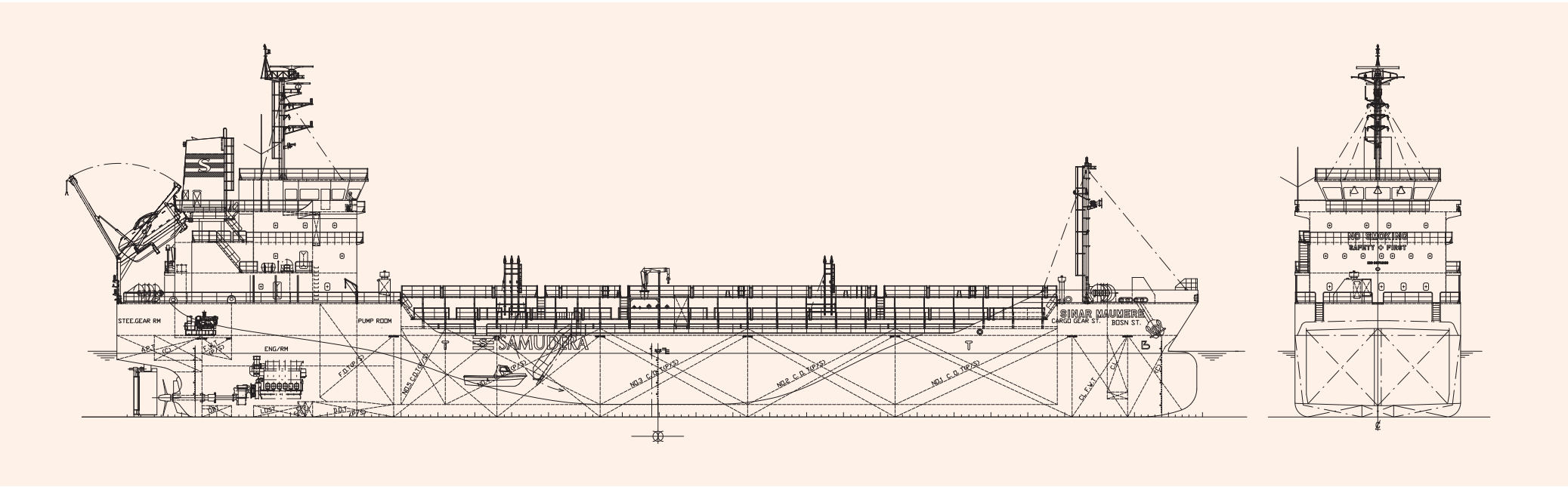
The mess room is used as a saloon, making it a place for communication and restoration of them.

PRINCIPAL PARTICULARS

Length (o.a.)	95.32 m	MCR (kw×rpm)	1,618 × 300
Length (b.p.)	90.00 m	NOR (kw×rpm)	1,375 × 294
Breadth (mld.)	14.60 m	Speed (max. trial)	13.07 knots
Depth (mld.)	7.20 m	(service)	12.00 knots
Draft (mld.)	5.73 m	Complement	16 persons
Gross tonnage	2,943	Classification	BV
Deadweight	3,986 T	Cargo pump	360 m³/h × 0.79 MPa × 165 kW × 2 sets
Main engine	AKASAKA AX33BFD	Loading capacity	4,501 m³
		Builder	Sasaki Shipbuilding Co., Ltd.

The main engine with MCO of 1618kWx310rpm is adopted and the vessel maintains the navigation speed of 12.0kt. In addition, a decelerating large-diameter propeller is adopted to improve propulsion efficiency and reduce fuel

consumption. The central fresh water cooling system is adopted to various equipment in order to reduce the sea water pipe system.



MTM VANCOUVER 22,000 DWT Chemical Carrier

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MTM VANCOUVER 22,000 DWT Chemical Carrier 33

The 22,000-dwt type chemical tanker MTM VANCOUVER was completed in September 2019 at SHIN KURUSHIMA DOCKYARD CO., LTD. and delivered to the Singaporean Owner.

Features

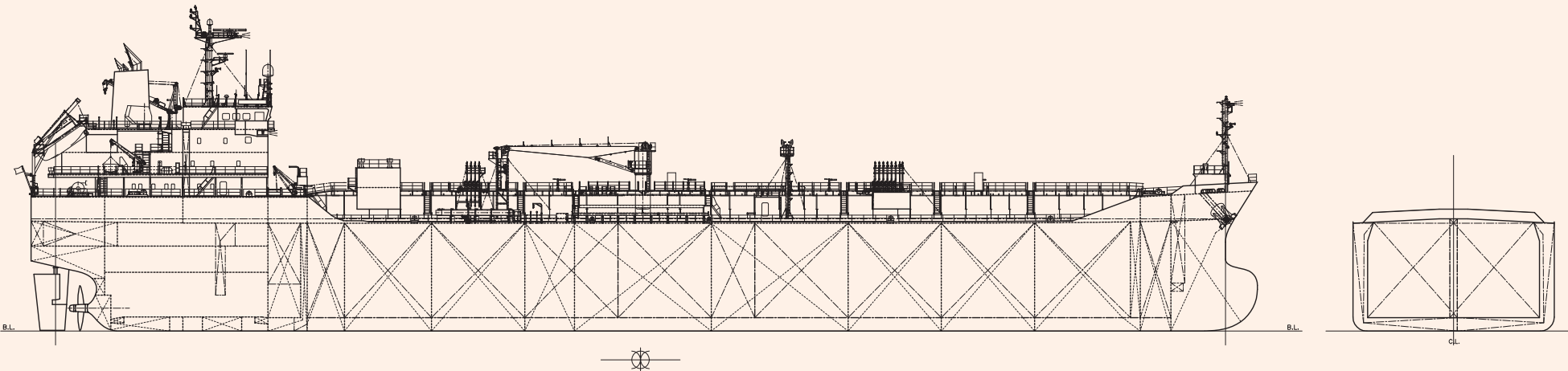
- 1. The vessel was built for ocean transport of chemicals (IMO type II and III) and oil products.
- 2. The vessel has twenty (20) cargo tanks constructed of SUS316LN stainless steel and SUS316L clad steel.
- 3. All cargo tanks (including slop tanks) are of double-hull structure and have sufficient strength to permit the carriage of a full cargo with a specific gravity of 1.30 t/m3.
- 4. Structures protruding into the tanks have been mini-mized by using an on-deck girder system for the upper deck and vertical corrugated type bulkheads.

5. Each cargo tank is equipped with one (1) submerged cargo pump driven by a hydraulic motor; these are remotely controlled from the cargo control room.

6. Cargo handling is simplified by a 10 metric-ton hydraulically operated deck crane for hose handling; it is arranged a midship on the upper deck.

PRINCIPAL PARTICULARS

Length (o.a.)	149.93 m	NOR (kW×rpm)	3,645 kW x about 91.5 min ⁻¹
Length (b.p.)	143.00 m	Speed (service)	14.0 knots
Breadth (mld.)	24.60 m	Complement	25 P
Depth (mld.)	13.20 m	Classification	NK
Draft (mld.)	9.00 m	Cargo pump	Submerged type
Gross tonnage	13,136		200 m³/h x 115mLC x 20 sets (based on S.G. 0.8)
Deadweight	22,344 t		70 m³/h x 70mWC x 1 set (Portable type)
Main engine	6UEC45LSE-1	Loading capacity (tank)	22,691 m³
MCR (kW×rpm)	4,860 kW x 101 min ⁻¹	Builder	Shin Kurushima Dockyard Co., Ltd.



RHAPSODY 35,000 DWT Chemical Carrier 34

☐ Contents ☐ By Builder ☒ By Ship Type



RHAPSODY 35,000 DWT Chemical Carrier 34

The 35,000 dwt type chemical carrier RHAPSODY was completed in December 2020.
at Shin Kurushima Dockyard Co., Ltd. to a Singaporean Owner.

Features

- 1. The vessel was built for ocean transport of chemicals (IMO type II and III) and oil products.
- 2. The vessel has twenty-eight (28) cargo tanks constructed of SUS316L stainless steel and SUS316L clad steel.
- 3. All cargo tanks (including slop tanks) are of double-hull structure and have sufficient strength to permit the carriage of a full cargo with a specific gravity of 1.30 t/m³.
- 4. Structures protruding into the tanks have been mini-mized by using an on-deck girder system for the upper deck and vertical corrugated type bulkheads.

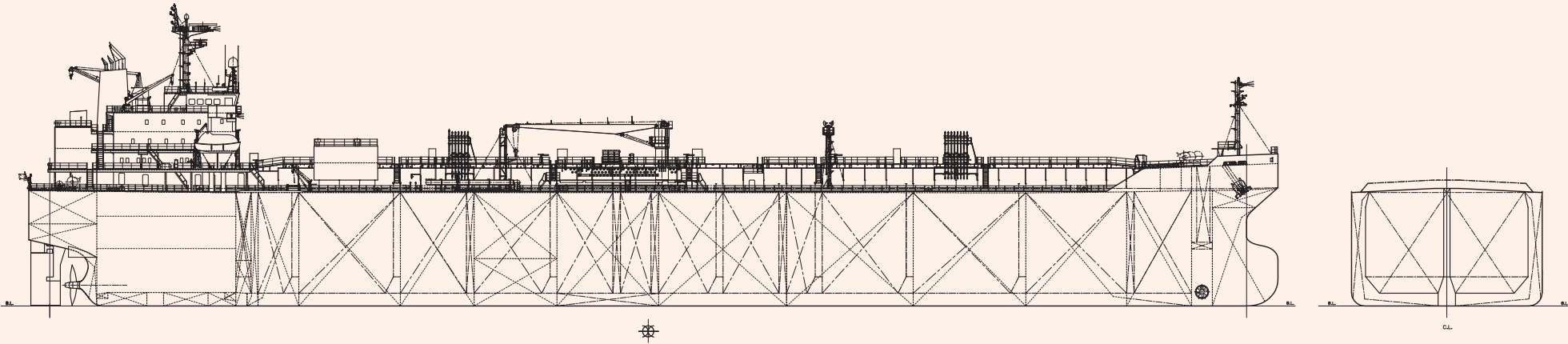
5. Each cargo tank is equipped with one (1) submerged cargo pump driven by a hydraulic motor; these are remotely controlled from the cargo control room.

6. Cargo handling is simplified by a 10 metric-ton hydraulically operated deck crane for hose handling; it is arranged a midship on the upper deck.

PRINCIPAL PARTICULARS

Length (o.a.)	179.54 m
Length (b.p.)	172.00 m
Breadth (mld.)	27.40 m
Depth (mld.)	16.30 m
Draft (mld.)	10.00 m
Gross tonnage	21,326
Deadweight	34,766 t
Main engine	MAKITA-MITSUI-MAN B&W 6S46ME-B8.5
MCR (kWxrpm)	5,800 kW x 110 min ⁻¹

NOR (kWxrpm)	4,930 kW x about 104 min ⁻¹
Speed (service)	14.0 knots
Complement	30 P
Classification	NK(Type II & III)
Cargo pump	Submerged type
	330 m³/h x 115mLC x 14 sets (based on S.G. 0.8)
	200 m³/h x 115mLC x 14 sets (based on S.G. 0.8)
	70 m³/h x 70mLC x 1 set (Portable type)
Loading capacity (tank)	37,585 m³
Builder	Shin Kurushima Dockyard Co., Ltd.



LR1 77,000 DWT Product Oil / Chemical Carrier 35

☐ Contents ☐ By Builder ☒ By Ship Type



Features

- 1. Comply with EEDI Phase 3 regulations.
- 2. The unique hull form, which reduces resistance, is paired with our exclusive fuel-efficiency technologies to improve the ship's performance.
- 3. Equipped with the environmental technologies devices to prevent the air pollution from the NOx and SOx emissions and marine pollution from the oil spillages, etc.
- 4. While keeping the breadth of 38m and shallowing the depth and draft, the same air draft and manifold height as that of a MR tanker has been achieved.
- 5. Not only capable of carrying crude oil and petroleum products, such as naphtha and gasoline, it also can carry IMO Type 3 classified chemicals, such as vegetable oil

PRINCIPAL PARTICULARS

Length (o.a.)	228 m	Gross tonnage	46,100
Breadth (mld.)	38 m	Deadweight	77,000 mt
Depth (mld.)	18.95 m	Loading capacity	92,000m³
Draft (mld.)	13.3 m	Builder	Tsuneishi Shipbuilding Co., Ltd.

and so on.

- 6. Equipped with independent cargo pumps in each of the cargo tanks, enable the loading of various kinds of cargo.
- 7. Exclusive T-MAX³ technology that maximizes ship cargo capacity was applied to secure 92,000m³, which accommodates approximately twice as much cargo lot as a MR tanker.

- 8. The deadweight of 77,000 MT ensures maximum utilization of cargo capacity.
- 9. The cargo capacity under draft restrictions is greatly improved due to the shallow draft of the wide-ship model.
- 10. The original interior concept NEXT STYLE, utilizing exquisite design and indirect lighting, provides the crew with relaxation and comfort.

