

AFRAMAX NEW BUILDINGS



SUMITOMO Heavy Industries M.E., Japan

The new generation **G3sL-type**
Aframax Product Carriers

Hull Numbers 1381 / 1382

"SERIANA" / "STELLATA"

Delivery: September 2015 / February 2016





AFRAMAX SUMITOMO

Ship's Name

"SERIANA"

1382 "STELLATA" Feb 16

Particulars

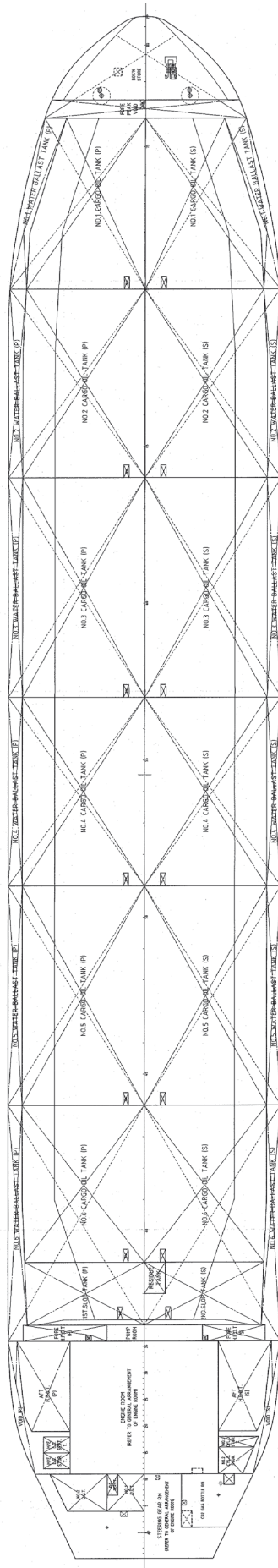
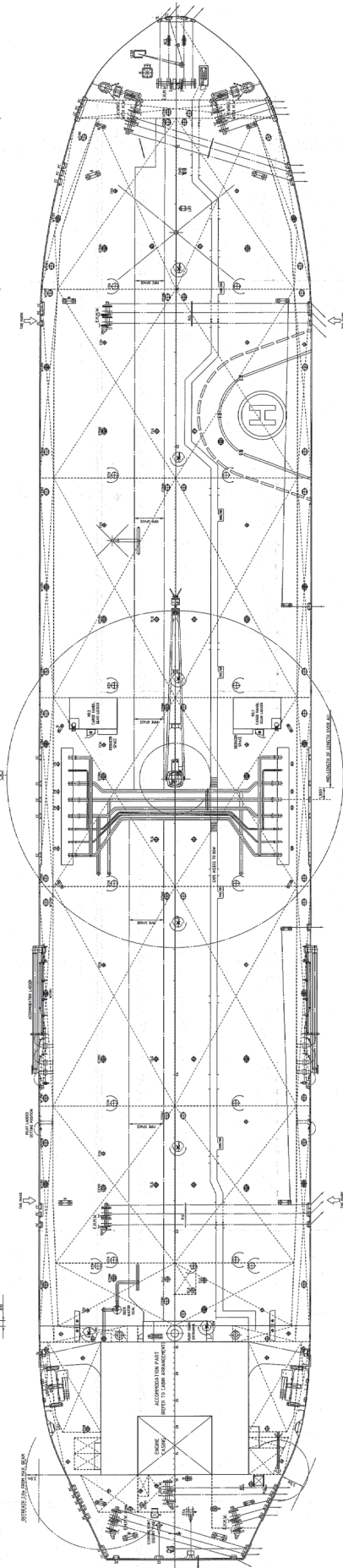
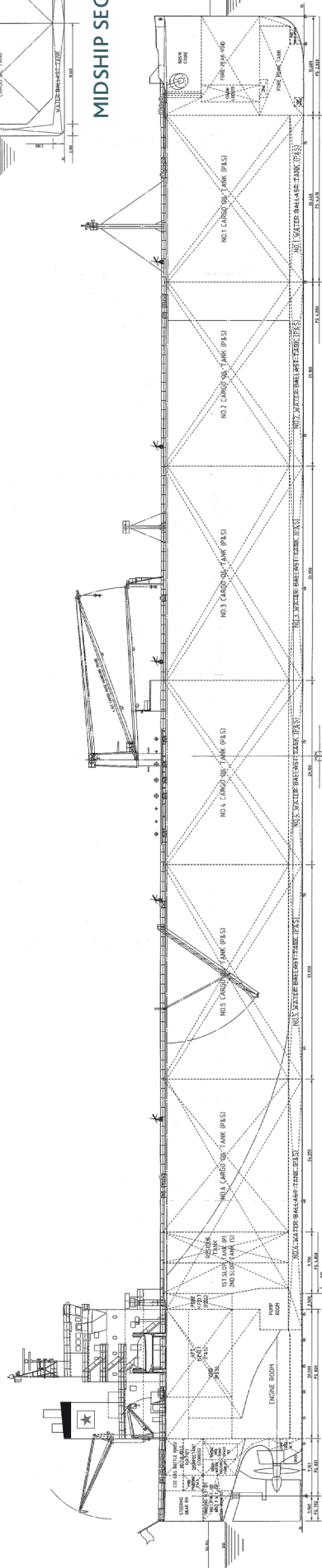
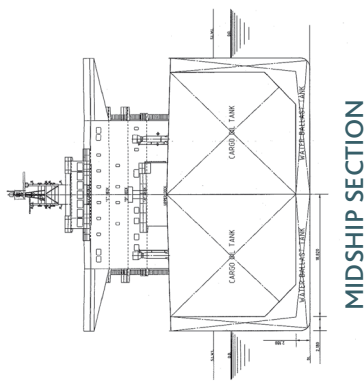
Ship's Name:	"SERIANA"	"STELLATA"
Builders:	SUMITOMO H.I., Japan	
Date of Delivery:	9 September 2015	February 2016
Flag:	Maltese	
HULL Number:	1381	1382
IMO Number:	9732228	9732230
Classification:	Lloyds Register of Shipping	
Class Notations:	+100A1 Double Hull Oil Tanker, CSR, ESP, ShipRight(CM, ACS(B,C)), *IWS, LI, +LMC, IGS, UMS, DSPM4 Descriptive notes: pt higher tensile steel, ShipRight (BWMP(T), SCM, VECS), ETA, PL(LR), SBT(LR), COW(LR), EEDI3	

Length OA:	238.30 m
Length BP:	234.34 m
Breadth, moulded:	42.00 m
Depth, moulded:	21.45 m
Scantling draft:	14.74 m
Deadweight @summer draft:	109,991 mt
Registered Gross/Net:	57,997 / 32,359

Cargo Tks (inc. slops):	15
Cargo Capacities (98%):	125,897.80 m ³
Main Cargo Pumps:	3 x 2,500 m ³ /hr @ 150m head
Cargo Tank Coatings:	General areas: pure epoxy 2x160 microns Inner bottom, bilge hopper & horizontal girders top surfaces: pure epoxy 1 x 50 microns & 2 x 135 microns
Cargo Hose Handling:	1 crane x 15 mt
Cargo Heating Coils:	All Tanks, SUS 317L

Main Engine Diesel:	Mitsui MAN B&W 6S60ME-C8.2, HPT, Tier II, derated
MCR:	15,341 bhp @ 90.7rpm
Auxiliary Engines:	3 x Daihatsu diesels x 880kW
Auxiliary Boilers:	2 x 25,000 kg/h / EGE: 1 x 1,100 kg/h
BWTS:	Approved system as per IMO/USCG guidelines

AFRAMAX SUMITOMO "SERIANA" - 1382 "STELLATA"



Main Features

REDUCED LOA AND BEAM WITH SIMILAR DWT AND CARGO CAPACITY COMPARED TO TRADITIONAL LR2'S. THIS ALLOWS GREATER TERMINAL ACCESS, TRADING FLEXIBILITY AND REDUCED FUEL OIL CONSUMPTION.

ENERGY SAVING AND VIBRATION REDUCING HULL DESIGN

- Latest technology low friction antifouling coating, by Chugoku Marine Paints.
- New design wave piercing bow.
- Aerodynamic superstructure.
- Wave directing fins forward of propeller.
- Sumitomo Integrated Lammeren Duct (SILD) for improved propeller efficiency; >6% reduction in DFOC and tailored design Nakashima propeller.
- Rudder bulb and redesigned rudder blade for uninterrupted wake flow.

STATE OF THE ART MAIN ENGINE

- Electronically controlled MAN B&W (Mitsui built) diesel engine.
- High Pressure Tuning, adjustable to any power orders ensuring lowest SFOC throughout the whole engine load envelope.
- Online performance tuning system safeguarding optimal operation.
- High efficiency Mitsubishi Heavy Industries turbocharger.
- Latest design cooling and lubrication system for prevention of cold corrosion effect at part and low load.
- Super slow steaming capability; at power order of 20% the vessel achieves up to 9 knots at 8 MT DFOC.
- Increased safety through bearing water monitoring system, water-in-oil monitor, shaft earthing device.

OPERATIONAL FLEXIBILITY AND STRUCTURAL RELIABILITY

- Cargo segregation of 60/40% – 50/50% – 33/33/33%; all with double valve segregation.
- Twin separated inert gas lines for avoidance of segregated cargo vapour contamination, 3 independent AUS fitted.
- Increased loading rate by use of Nakakita eccentric type butterfly valves for less cargo turbulence.
- Omega loops instead of dresser couplings in cargo oil tanks.
- C.O.T. heating coils of SUS 317L.
- PSPC compliant anti-abrasive pure epoxy coating on COT's and in-tank piping.
- Mooring equipment compliant with OCIMF, new Panama Canal, and Woodside Withnell Bay terminal requirements.

ENVIRONMENTAL ASPECTS

- Compliant with EEDI guidelines; about 30% below phase 2.
- Specifically designed for unrestricted operation on M.G.O. (0.1% sulphur) – EU/US/CARB compliant.
- NOx emissions less than 80% of regulatory guidelines.
- Approved ballast water treatment system.
- Compliant with VGP 2013 / EAL regulations.
- Reduced VOC emissions through latest generation P/V valves and tailor made VOC plan.
- Increased capacity of grey water holding system enabling reduced deliveries ashore.

ENHANCED SECURITY

- Specifically designed CITADEL room, where security measures are maintained at all times.
- Accommodation / Engine room entrance doors made of reinforced steel and locked from the inside.
- CCTV system.



"All details of the vessels herein are given without guarantee"

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