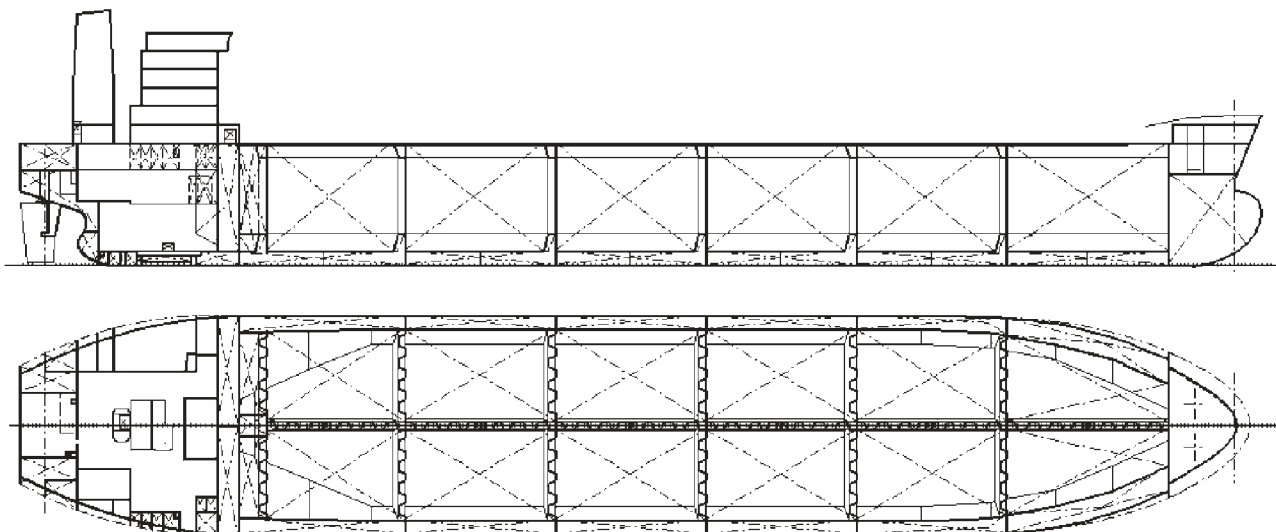


Tanker For Chemicals, Oil and Oil Products

47,300 DWT



Name:	m/t MERCINI LADY	Length overall	182.50 m
Owner / Flag:	Cambridge Shipping & Tr. Co. / Liberia	Length between perpendiculars	174.80 m
Builder / Yard:	Shipyards 3.MAJ / 676	Breadth, moulded	32.20 m
Delivered:	2003	Depth, moulded to upper deck	17.50 m
Sister ships:	677, 694 to be delivered 2004	Design draught	11.00 m
Classification:	LLOYD'S REGISTER OF SHIPPING ⚡ 100 A1 double hull oil & chemical tanker, ship type 3 in association with list of defined cargoes, ESP, SPM, *IWS, LI ⚡ LMC, UMS, IGS Descriptive notes: ShipRight (SDA, FDA, CM, PCWBT, SERS, SCM) COW, SBT / PL, ETA Maximum filling height with caustic soda is 67%	Deadweight at design draught (11.00 m)	41,000 t
Designed by:	Shipyards 3.MAJ	Scantling draught	12.20 m
		Deadweight at scantling draught (12.20 m)	47,300 t

Main engine	3. MAJ - SULZER 6 RTA 48 T-B
CMCR	8,310 kW at 123 min ⁻¹
Trial speed with 7480 kW (90% CMCR) at scantling draught	14.60 knots

Capacities (98%):

Cargo tanks (slop and retention included)	53,030 m ³
Ballast tanks (100%)	22,270 m ³

Provisions

Heavy fuel oil	1,633 m ³
Diesel oil	135 m ³
Lubrication oil	68 m ³
Fresh water	354 m ³

Cargo unloading time	abt. 16 hours
Consumption of HFO	32 t/day
Cruising range	abt. 15,400 nautical miles
Crew complement	28 + 6 Suez crew

The vessel is double hull tanker for oil and oil products and IMO type 3 tanker for chemicals. Cargo space is divided into six pairs of cargo tanks, one pair of slop tanks and one retention tank. The structure of cargo tanks is designed for cargo density of 1.025 t/m³ in completely filled tanks and for cargo density up to 1.53 t/m³ in partially filled tanks with filling height corresponding to the density ratio, including zig-zag and asymmetrical P&S loading. Double hull consists of six pairs of double bottom / double side water ballast tanks.

Engine room is equipped for unattended operation.

Painting:	Cargo tanks - phenolic epoxy
	Ballast tanks - light colour epoxy

Cargo equipment:

Each pair of cargo tanks arranged as segregated piping system, giving a total six cross-overs and one cross-over for pair of slop tanks and retention tank.

Hydraulically driven submerged cargo pumps:

- Cargo tanks: 12 x 550 m³/h at 130 mlc
- Slop tanks: 2 x 300 m³/h at 130 mlc
- Retention tank: 1 x 100 m³/h at 130 mlc
- Portable pumps: 2 x 70 m³/h at 50 mlc

Four electrically driven hydraulic power units.

Cargo pumps are of stainless steel AISI 316 and cargo pipes of AISI 316 L.

Cargo tanks heating with deck heaters. Slop and residual tanks heating with heating coils.

Inert gas generator, capacity 4,200 m³/h.

Fixed tank cleaning machines for each cargo tank.

One electro-hydraulic cargo hose handling crane, 150 kN SWL.

Steam plant:

- One oil fired boiler, steam capacity 19 t/h at 10 bar
- One composite boiler, steam capacity 1.6 t/h (exhaust gas section) and 2.0 t/h (oil fired section) at 10 bar

Auxiliary engines plant:

- Three diesel generators sets, abt. 3 x 1350 kW
- One emergency diesel generator set

