

## Max Schulte

### General Infos:

Flag:	Isle of Man
Port of registry:	Douglas
Builder / shipyard:	Guangzhou Int. Shipyard, PRC
Classification society:	Lloyds Register, +100 A1 Double Hull Oil Tanker, LMC, UMS, SCM, Shipright (FDA, SDA, CM), ESP, IWS, IGS, SPM, COW, SBT
Main Engine:	1 x MAN B&W 5S50MC, generating 8200 BHP
Aux Engines:	3 x Ssangyong – MAN B&W 7L23/30H each generating 910 KW
Aux Boiler:	1 x Aalborg AQ18 evaporating 18,000 kg/hour
Inert Gas System:	1 x Smit-Sinus Gas Systems B.V, delivery rate 3750 m <sup>3</sup> /hour
Cargo Pumps:	10 x FRAMO SD200-SDT-HH200-A380-S with capacity 500m <sup>3</sup> /hour (Cargo Tanks) 2 x FRAMO SD150-SDT-HH107-A325-S with capacity 300m <sup>3</sup> /hour (Slop Tanks) 1 x FRAMO SD100-SDU-HH023-A220-S with capacity 70m <sup>3</sup> /hour (Residual Tank)
Mooring Equipment:	2 x Hatlapa Windlasses (combined with Mooring Winch), low pressure type 5 x Hatlapa Mooring Winches, low pressure type
Navigation Equipment:	2 x Litton Radars (3cm & 10cm), Litton Gyro Compass, 2 x Litton GPS, Furuno Navtex Receiver
Cargo Capability:	All petroleum products, crude oil, vegetable oils, molasses etc., as well as selected IMO class 2 and 3 cargoes.

### Main Features

Double Hull

Hydraulic hose handling crane, capacity 10 mts.

Inert gas generator.

Closed loading system with vapour return.

Crude oil washing (COW) notation credited.

Hydraulic hose handling crane, capacity 12 mts.

Smooth cargo tank surface.

Powerfull bow and stern thrusters. Single Point Mooring (SPM) notation credited.

### Basic Dimensions:

Summer deadweight:	34,999 mts
Summer draft:	11.794 m
Length overall:	171.2 m
Extreme breadth:	27.4 m
Keel to top of mast:	44.7 m
Parallel body length in normal ballast:	62.5 m
Parallel body length at loaded summer deadweight (SDWT):	89.0 m
Net tonnage:	7,648 mts
Gross tonnage:	22,181
Suez tonnage (Net):	20,439.95 mts
TPC immersion at summer draft:	40.7 mts/cm

**Cargo Tanks Capacities:**

Wings (P&S combined) no 1:	4,433.5 cbm
Wings (P&S combined) no 2:	6,290.7 cbm
Wings (P&S combined) no 3:	7,565.5 cbm
Wings (P&S combined) no 4:	8,533.1 cbm
Wings (P&S combined) no 5:	7,078.9 cbm
Wings (P&S combined) no 6:	4,414.1 cbm
Slop tanks total capacity:	4,414,1cbm
Total capacity excl slops:	33,901.7 cbm
Total capacity incl. slops:	38,315.8 cbm

**Maximum Intake:**

	60/60 Deg F	98 %	98%
Cargo:	SG	cbm	mt
Naphtha:	0.66	35,387	25,288
Gas oil:	0.83	35,387	31,802
Gasoline:	0.73	35,387	27,970
Jet fuel:	0.81	35,387	31,035
Crude oil:	0.89	35,387	33,500
Fuel oil:	0.98	35,387	33,500

**Cargo Handling:**

Grades:	Capable of carrying 5 grades simultaneously with true double valve segregation.
Lines / Manifold:	5 main lines and manifolds, connected by crossover.
Cargo pumps:	10 deepweel pumps of 500 cbm/hr + 2 deepweel pumps of 300 cbm/hr.
Ballast pumps:	2 centrifugal ballast pumps each with a capacity of 1,000 cbm/hr.
Coating:	Pure epoxy coating in all cargo and slop tanks.
Heating:	Stainless steel heating coils can provide temperatures of up to 65 Deg C (150 Deg F).
Manifold reducers:	Various reducers in sizes from 16
Tank cleaning system:	Fixed tank cleaning machines and crude oil washing.

All information given is about and without guarantee.