



# Tanker Portfolio

Innovative maritime solutions  
2025 edition

# About Conoship

For over 70 years, Conoship International has been designing a strikingly wide range of vessels, including tankers. With more than 2,000 ships built, our dedicated teams have continuously refined their expertise while growing as a company.

Collaboration is at the core of how we work. We prioritize our clients' needs and take the time to fully understand each maritime ambition. Our tankers are developed as tailored solutions, offering a high degree of customizability and flexibility.

Through a combination of technical excellence and close collaboration, we create reliable tanker solutions that meet the market's demands and excel in performance and adaptability.



## Eco-innovation meets excellence

Every Conoship design is developed with adaptability in mind, allowing our clients to tailor technical features to their specific needs. Notably, all new Conoship tankers are ready for integration with Wind Assisted Ship Propulsion (WASP) systems. Our new build vessels are structurally and spatially prepared for hybrid propulsion configurations, helping to reduce fuel consumption and emissions from day one or as a future upgrade.

Additionally, we provide design options for the use of alternative fuels including LNG, methanol, and hydrogen, in both single- and dual-fuel configurations. Alternatively, we offer outfitting with battery-electric hybrid systems, supporting peak shaving, maneuvering, or full port operations in zero-emission.

# Key features and options

Designed in compliance with current and anticipated IMO/EEDI/EEXI regulation, our tankers are future-ready. Thanks to our modular design, your tanker can easily be retrofitted to run on alternative fuels.

Our latest concepts integrate digital vessel monitoring systems, energy performance analytics, and remote operations capabilities to ensure that owners stay ahead in an evolving maritime landscape.

We combine over 70 years of Dutch ship design heritage with a sharp focus on innovation, modularity, and lifecycle efficiency.



Hydrogen powered



Battery assistance



LNG powered



Methanol powered



Wind assisted propulsion



Modular design

Future fuel ready

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# M.V. Olgonova

## IMO II chemical tanker

Shipyard - *Eregli*

Owner - Algoma Tankers

12,500 M<sup>3</sup>

Ice class - 1A

### General info

In close cooperation with the Turkish maritime engineering firm Es-Cad, Conoship prepared the design of a 11240tdw IMO-2 Chemical oil tanker. The vessel with 12 coated cargo tanks has been designed for trading chemical products and is suitable to carry 6 segregations. All cargo and ballast operations are remote controlled and monitored from the cargo control room. With applying Finish – Swedish ice class 1A, the vessel is feasible to carry cargo to in icing water. The clean sea – clean air notation makes this vessel appropriate for operating in environmental friendly areas.



### Principal Particulars

|                      |        |    |
|----------------------|--------|----|
| Length overall:      | 129.85 | m  |
| Length between p.p.: | 124.58 | m  |
| Breadth moulded:     | 19.80  | m  |
| Depth:               | 9.95   | m  |
| Draught:             | 7.60   | m  |
| Deadweight:          | 11,240 | t  |
| Gross tonnage:       | 7,773  | t  |
| Speed:               | 14     | kn |
| Ice class:           | 1      | A  |

### Equipment

|                      |         |    |
|----------------------|---------|----|
| Main engine:         | 4,500   | kW |
| Auxiliary engines:   | 3 x 590 | kW |
| Emergency generator: | 150     | kW |
| Bowthruster:         | 500     | kW |

### Capacities

|                |        |                |
|----------------|--------|----------------|
| Cargo tanks:   | 12,536 | m <sup>3</sup> |
| Slob tanks:    | 250    | m <sup>3</sup> |
| HFO:           | 546    | m <sup>3</sup> |
| Gasoil:        | 123    | m <sup>3</sup> |
| Potable water: | 240    | m <sup>3</sup> |
| Ballast water: | 4,950  | m <sup>3</sup> |

# M.V. Dordogne / Adour

## IMO II tanker

Shipyard - Royal Niestern Sander B.V.

Owner - Petromarine AS

16,000 M<sup>3</sup>

### General info

Royal Niestern Sander delivered two IMO II Chemical / Oil tanker to Petromarine, a French owner. The m.t. Dordogne and Adour was a series including two similar, 16,000m<sup>3</sup> tankers. The vessels are suitable for carrying petroleum products with a flashpoint below 60°C and for most of the IMO type II cargoes. The vessels are equipped with 12 cargo tanks, 1 slob tank and has 6 segregations. The cargo and slob tanks are epoxy coated.



Photo Aleks Lindström

### Principal Particulars

|                      |          |
|----------------------|----------|
| Length overall:      | 139.95 m |
| Length between p.p.: | 132.70 m |
| Breadth moulded:     | 21.00 m  |
| Draught:             | 8.08 m   |
| Deadweight:          | 15,267 t |
| Speed:               | 14.4 kn  |

### Equipment

|                  |          |
|------------------|----------|
| Main engine:     | 5,400 kW |
| Bowthruster:     | 750 kW   |
| Shaft generator: | 900 kW   |

### Capacities

|                |                       |
|----------------|-----------------------|
| Cargo tanks:   | 16,000 m <sup>3</sup> |
| Slob tank:     | 380 m <sup>3</sup>    |
| Fuel, hfo:     | 726 m <sup>3</sup>    |
| Ballast water: | 6,239 m <sup>3</sup>  |

# M.V. Cap Ferret

## Chemical product tanker

Shipyard - Royal Niestern Sander B.V.

Owner - Petromarine AS

9,370 M<sup>3</sup>

### General info

The Cap Ferret is suitable for carrying petroleum products with a flashpoint below 60 °C and for most of the IMO type II cargoes. The vessel is equipped with 12 coated cargo tanks with a total capacity of 8490 m<sup>3</sup>, suitable to carry 6 segregations. Additionally, two 440 m<sup>3</sup> LPG tanks are fitted on the forward main deck.



Photo: photo D.R.

### Principal Particulars

|                      |        |    |
|----------------------|--------|----|
| Length overall:      | 116.20 | m  |
| Length between p.p.: | 110.00 | m  |
| Breadth:             | 16.50  | m  |
| Depth to main deck:  | 8.70   | m  |
| Draught summer:      | 6.79   | m  |
| Deadweight seawater: | 8,110  | t  |
| Speed:               | 13     | kn |

### Capacities

|                   |         |                |
|-------------------|---------|----------------|
| Cargo tanks 100%: | 8,490   | m <sup>3</sup> |
| LPG tanks:        | 2 x 440 | m <sup>3</sup> |
| HFO:              | 265     | m <sup>3</sup> |
| Gas oil:          | 60      | m <sup>3</sup> |
| Slob tank:        | 135     | m <sup>3</sup> |
| Wash water:       | 45      | m <sup>3</sup> |
| Potable water:    | 80      | m <sup>3</sup> |

# M.V. Chassiron

## Chemical product Tanker

Shipyard - Royal Niestern Sander B.V.

Owner - Petromarine AS

10,130 M<sup>3</sup>

### General info

Following Cap Ferret's success, Niestern Sander developed a second contract with Petromarine for the construction of a similar but bigger oil chemical tanker. The vessel is constructed in such a way that she can also carry LPG tanks on deck, as on the Cap Ferret.

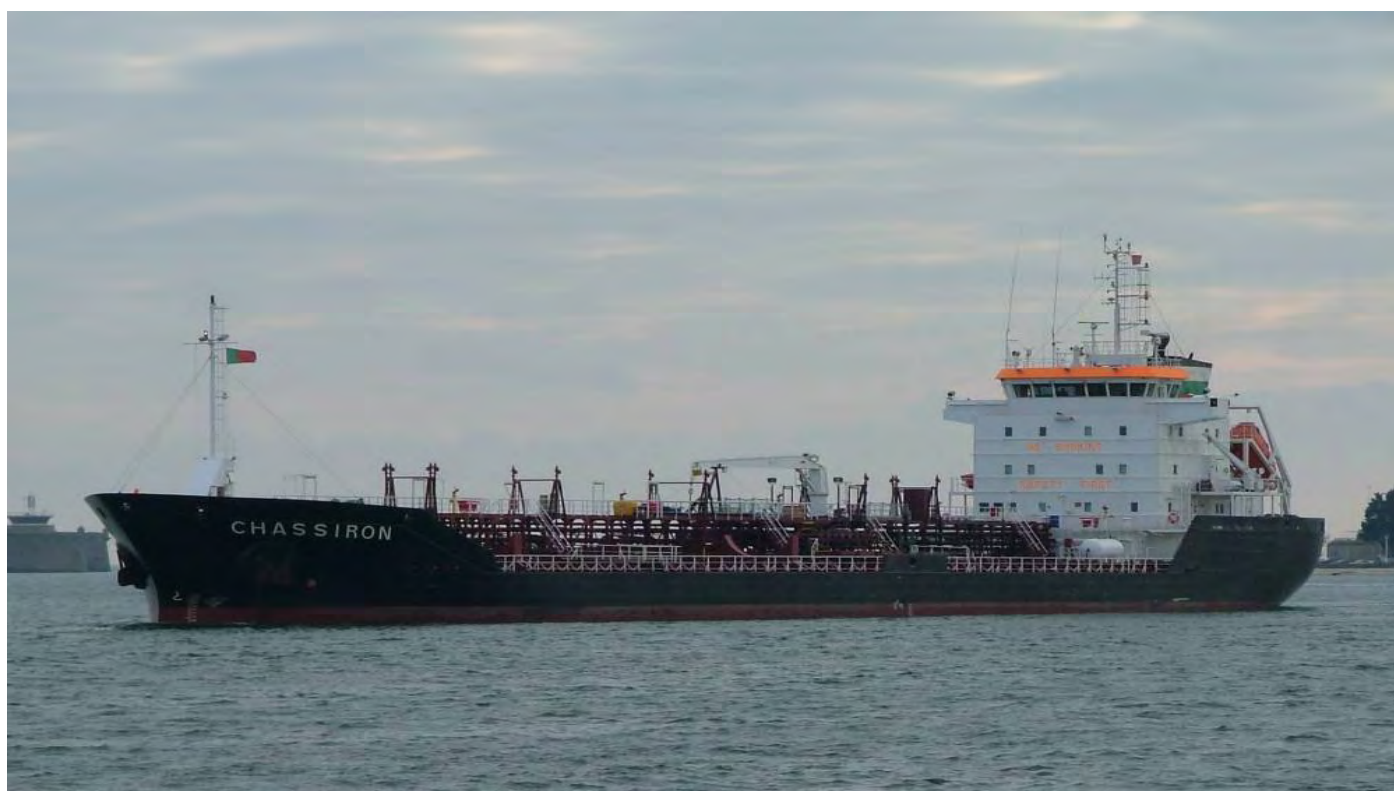


Photo Marc Ottini

### Principal Particulars

|                      |        |    |
|----------------------|--------|----|
| Length overall:      | 119.00 | m  |
| Length between p.p.: | 113.68 | m  |
| Breadth:             | 17.80  | m  |
| Depth to main deck:  | 9.50   | m  |
| Design draught:      | 6.00   | m  |
| Corr. deadweight:    | 7,350  | t  |
| Freeboard draught:   | 7.39   | m  |
| Corr. deadweight:    | 9,980  | t  |
| Speed:               | 13     | kn |

### Capacities

|                   |        |                |
|-------------------|--------|----------------|
| Cargo tanks 100%: | 10,130 | m <sup>3</sup> |
| HFO:              | 487    | m <sup>3</sup> |
| Gas oil:          | 104    | m <sup>3</sup> |
| Slob tank:        | 184    | m <sup>3</sup> |
| Wash water:       | 82     | m <sup>3</sup> |
| Potable water:    | 82     | m <sup>3</sup> |

# M.V. Centurion

## Stainless steel inland tanker

Shipyard - Barkmeijer Stroobos

Owner - v.o.f. Justina

3,469 M<sup>3</sup>

### General info

The Centurion is one of the vessels delivered to v.o.f. Justina by Shipyard Barkmeijer Stroobos. The double hull stainless steel (duplex 1.4462) tanker is built to class ADNR type C for the European rivers. All 9 cargo tanks have their own screw type deepwell pump. There is a thermal oil boiler that provides heating for the cargo tanks up to 85 °C. Cargo handling and control is located in the wheelhouse.



### Principal Particulars

|                   |        |      |
|-------------------|--------|------|
| Length overall:   | 109.70 | m    |
| Breadth:          | 11.40  | m    |
| Depth to midship: | 5.40   | m    |
| Draught:          | 3.20   | m    |
| Deadweight:       | 2,589  | t    |
| Speed:            | 20     | km/h |

### Capacities

|                                   |       |                |
|-----------------------------------|-------|----------------|
| Cargo tanks 100% incl. sloptanks: | 3,469 | m <sup>3</sup> |
| Gas oil:                          | 51    | m <sup>3</sup> |
| Potable water:                    | 17.50 | m <sup>3</sup> |
| Ballast water:                    | 1,505 | m <sup>3</sup> |

# M.V. Relgas Nayantara

## Liquefied gas carrier

Shipyard - Bodewes Volharding

Owner - Reliance Industries Ltd.

1,999 M<sup>3</sup>

### General info

Two single-screw, 2000 m<sup>3</sup> Type 2 G ethylene carriers were constructed by Shipyard Bodewes Volharding for Relgas Industries Ltd. Bombay. The vessels were designed with a draught of approximately 2.50 meters for inland navigation and 3.50 meters for ocean-going voyages. High maneuverability is ensured by a pump-jet type bow thruster. Additionally, the jet-stream can be controlled through 360 degrees. The liquefied ethylene cargo is carried in an independent cylindrical tank at a temperature of minus 104 °C and a maximum pressure of 5 bar.



### Principal Particulars

|                       |       |    |
|-----------------------|-------|----|
| Length overall:       | 90.07 | m  |
| Length between p.p.:  | 87.00 | m  |
| Breadth mld.:         | 15.10 | m  |
| Depth:                | 6.75  | m  |
| Draught construction: | 3.50  | m  |
| Draught design:       | 2.50  |    |
| Deadweight:           | 1,291 | t  |
| Speed:                | 10.5  | kn |

### Capacities

|                   |       |                |
|-------------------|-------|----------------|
| Cargo tanks 100%: | 1,999 | m <sup>3</sup> |
| MDO:              | 166   | m <sup>3</sup> |
| Potable water:    | 80    | m <sup>3</sup> |
| Ballast water:    | 1,383 | m <sup>3</sup> |

# Stolt Gannet

Former M.V. Marinor

## Chemical tanker

Shipyard - Frisian Welgelegen

Owner - Botany Bay Parcel Tankers

8,507 M<sup>3</sup>

Ice class - 1A

### General info

This vessel, equipped with fully stainless-steel cargo tanks, is designed for transporting China clay slurry for the paper industry, as well as chemicals such as sulfuric acid. The stainless steel used, Avesta 2205, offers high tensile strength, significant weight reduction, and excellent resistance to pitting caused by aggressive chemicals. Due to the specific nature of this trade, six of the thirteen cargo tanks are designated for clay and seven for chemicals. All tanks are constructed to carry chemicals with a maximum s.g. of 2.05 t/m<sup>3</sup>.



Photo Pilot Frans

### Principal Particulars

|                      |        |    |
|----------------------|--------|----|
| Length overall:      | 112.20 | m  |
| Length between p.p.: | 105.00 | m  |
| Breadth mld.:        | 18.00  | m  |
| Depth:               | 9.50   | m  |
| Draught:             | 7.50   | m  |
| Deadweight:          | 7,930  | t  |
| Service speed:       | 14.4   | kn |
| Ice class:           | 1      | A  |

### Capacities

|                                   |       |                |
|-----------------------------------|-------|----------------|
| Cargo tanks 100% incl. sloptanks: | 1,999 | m <sup>3</sup> |
| HFO:                              | 543   | m <sup>3</sup> |
| MDO:                              | 122   | m <sup>3</sup> |
| Potable water:                    | 73    | m <sup>3</sup> |
| Ballast water:                    | 2,900 | m <sup>3</sup> |

# Dutch Emerald & Dutch Aquamarine

## Chemical tanker

Shipyard - Bijlsma Shipyards B.V.

Owner - John T. Essberger B.V.

7,008 M<sup>3</sup>

Ice class - 1A

### General info

A series of two IMO II tankers was built for a Dutch client. The tanker features a double hull and a double deck for better cargo insulation, which is also maintenance friendly. The 18 stainless steel cargo tanks of duplex 1.4462, are designed to carry cargoes with a s.g. of 1.86 t/m<sup>3</sup> at a temperature of 80 °C. The cargo tanks are heated by hot water ducts of 130 °C.



Photo Derek Sands

### Principal Particulars

|                      |        |    |
|----------------------|--------|----|
| Length overall:      | 118.00 | m  |
| Length between p.p.: | 111.15 | m  |
| Breadth mld.:        | 17.00  | m  |
| Depth:               | 9.25   | m  |
| Draught design:      | 6.45   | m  |
| Deadweight:          | 6,400  | t  |
| Service speed:       | 15.3   | kn |
| Ice class:           | 1      | A  |

### Capacities

|                                   |       |                |
|-----------------------------------|-------|----------------|
| Cargo tanks 100% incl. sloptanks: | 7,008 | m <sup>3</sup> |
| HFO:                              | 400   | m <sup>3</sup> |
| MDO:                              | 57    | m <sup>3</sup> |
| Potable water:                    | 70    | m <sup>3</sup> |
| Ballast water:                    | 3,240 | m <sup>3</sup> |

# M.V. Rathrowan

## Bitumen / chemical / oil tanker

Shipyard - Barkmeijer Stroobos

Owner - Gearbulk

3,900 M<sup>3</sup>

### General info

This tanker is specifically designed for high heat cargoes at temperatures up to 250 °C. These cargoes are carried in eight fully insulated cargo tanks, supported by chocks. This construction enables the cargo tanks to expand and contract without transferring any thermal stresses to the ship's structure. All cargo and ballast operations are remote controlled and monitored from the cargo control station, located in the wheelhouse.



### Principal Particulars

|                      |       |    |
|----------------------|-------|----|
| Length overall:      | 96.00 | m  |
| Length between p.p.: | 90.70 | m  |
| Breadth mld.:        | 14.50 | m  |
| Depth:               | 8.30  | m  |
| Draught:             | 5.90  | m  |
| Deadweight:          | 4,059 | t  |
| Service speed:       | 13.3  | kn |

### Capacities

|                   |       |                |
|-------------------|-------|----------------|
| Cargo tanks 100%: | 3,900 | m <sup>3</sup> |
| HFO:              | 160   | m <sup>3</sup> |
| MDO:              | 25    | m <sup>3</sup> |
| Potable water:    | 40    | m <sup>3</sup> |
| Ballast water:    | 1,363 | m <sup>3</sup> |

# M.V. Rathboyne

## Bitumen / chemical / oil tanker

Shipyard - Barkmeijer Stroobos

Owner - Gearbulk

5,434 M<sup>3</sup>

### General info

Due to the success of the Rathrowan, a bigger vessel was built for the trade of high temperature cargoes of 250 °C. Cargoes include: Coaltar, Creosate (coaltar), Creosate (wood), Coaltar Pitch, Anthracene oil, Coaltar Naphta, and Asphalt products. The pumproom with hydraulic-driven pumps is located midships between the two cargo sections.



### Principal Particulars

|                      |        |    |
|----------------------|--------|----|
| Length overall:      | 113.45 | m  |
| Length between p.p.: | 108.05 | m  |
| Breadth mld.:        | 15.80  | m  |
| Depth:               | 9.50   | m  |
| Draught:             | 6.65   | m  |
| Deadweight:          | 6,649  | t  |
| Service speed:       | 14     | kn |

### Capacities

|                   |       |                |
|-------------------|-------|----------------|
| Cargo tanks 100%: | 5,434 | m <sup>3</sup> |
| HFO:              | 463   | m <sup>3</sup> |
| MDO:              | 39    | m <sup>3</sup> |
| Potable water:    | 44    | m <sup>3</sup> |
| Ballast water:    | 2,525 | m <sup>3</sup> |

# M.V. Prins Johan Willem Friso

## Liquefied gas tanker

Shipyard - Barkmeijer Stroobos

Owner - Anthony Veder

4,200 M<sup>3</sup>

Ice class - 1A

### General info

The m.v. Prins Johan Willem Friso was built by Shipyard Barkmeijer Stroobos for Anthony Veder. The vessel was designed for the transportation of ethylene, ethene, LPG, NH<sub>3</sub>, propylene and several chemical gases. Two independent cargo tanks are installed, constructed for a pressure of 4.5 bar and a temperature of minus 104 °C.



### Principal Particulars

|                      |       |    |
|----------------------|-------|----|
| Length overall:      | 97.39 | m  |
| Length between p.p.: | 91.40 | m  |
| Breadth mld.:        | 15.80 | m  |
| Depth:               | 9.00  | m  |
| Draught:             | 6.10  | m  |
| Deadweight:          | 4,650 | t  |
| Service speed:       | 14    | kn |
| Ice class:           | 1     | B  |

### Capacities

|                   |       |                |
|-------------------|-------|----------------|
| Cargo tanks 100%: | 4,200 | m <sup>3</sup> |
| HFO:              | 441   | m <sup>3</sup> |
| MDO:              | 161   | m <sup>3</sup> |
| Potable water:    | 117   | m <sup>3</sup> |
| Ballast water:    | 1,217 | m <sup>3</sup> |

# M.V. Coral Carbonic

## Fully pressurized gas tanker

Shipyard - Frisian Welgelegen

Owner - Anthony Veder

1,250 M<sup>3</sup>

Ice class - 1A

### General info

The gas tanker of Type 3 G was constructed at Frisian Shipyard Welgelegen. The vessel is equipped with one horizontal cylindrical cargo tank suitable for 18 bar. As a special feature, she can carry containers on deck. High maneuverability is achieved through a controllable pitch propeller, a flap-type rudder, and a bow thruster.



### Principal Particulars

|                      |       |    |
|----------------------|-------|----|
| Length overall:      | 79.40 | m  |
| Length between p.p.: | 73.53 | m  |
| Breadth mld.:        | 13.75 | m  |
| Depth:               | 6.50  | m  |
| Draught:             | 4.00  | m  |
| Deadweight:          | 1,600 | t  |
| Service speed:       | 13    | kn |
| Ice class            | 1     | A  |

### Capacities

|                   |       |                |
|-------------------|-------|----------------|
| Cargo tanks 100%: | 1,250 | m <sup>3</sup> |
| MDO:              | 235   | m <sup>3</sup> |
| Potable water:    | 72    | m <sup>3</sup> |
| Ballast water:    | 838   | m <sup>3</sup> |

# M.V. Star Bonaire

## Vegetable oil tanker

Shipyard - Harlingen

Owner - C. Koole Tanktransport B.V.

2,960 M<sup>3</sup>

### General info

Star Bonaire is specially developed for the simultaneous carriage of various types of vegetable oil products. Some of these products require heating up to 80 °C. She is equipped with 14 independent stainless-steel tanks of varying sizes, allowing the vessel to transport a mix of different cargoes and volumes. The cargo tanks have a total capacity of 2,960 m<sup>3</sup>. With a specific cargo weight of 0.89 t/m<sup>3</sup>, Star Bonaire can load approximately 2,500 tons (95%).



### Principal Particulars

|                      |       |    |
|----------------------|-------|----|
| Length overall:      | 89,90 | m  |
| Length between p.p.: | 84,98 | m  |
| Breadth mld.:        | 11,90 | m  |
| Draught:             | 6,55  | m  |
| Deadweight:          | 3,165 | t  |
| Speed:               | 12,5  | kn |

### Capacities

|                   |       |                |
|-------------------|-------|----------------|
| Cargo tanks 100%: | 2,960 | m <sup>3</sup> |
| MDO:              | 159   | m <sup>3</sup> |
| Potable water:    | 47    | m <sup>3</sup> |
| Ballast water     | 1,195 | m <sup>3</sup> |

### Cargo tanks

| Number | Diameter | Height   | Capacity           |
|--------|----------|----------|--------------------|
| 6      | 3,944 mm | 6,925 mm | 80 m <sup>3</sup>  |
| 4      | 4,794 mm | 6,925 mm | 120 m <sup>3</sup> |
| 4      | 9,744 mm | 6,925 mm | 500 m <sup>3</sup> |

# M.T. Belisaire

## Chemical product tanker

Shipyard - Royal Niestern Sander B.V.

Owner - Petromarine AS

12,640 M<sup>3</sup>

### General info

The Belisaire was another IMO II oil/chemical tanker built by Royal Niestern Sander for the French company Petromarine and has been designed for the carriage of IMO Type II products with a flashpoint below 60°C. The vessel is equipped with 12 cargo tanks, 1 sloptank, and has 6 segregations.



### Principal Particulars

|                      |          |
|----------------------|----------|
| Length overall:      | 129.95 m |
| Length between p.p.: | 124.30 m |
| Breadth moulded:     | 20.00 m  |
| Depth to main deck:  | 9.75 m   |
| Draught:             | 7.59 m   |
| Deadweight seawater: | 12,680 t |

### Capacities

|                 |                       |
|-----------------|-----------------------|
| Cargo tanks:    | 12,640 m <sup>3</sup> |
| Slob tank:      | 398 m <sup>3</sup>    |
| Heavy fuel oil: | 490 m <sup>3</sup>    |
| Ballast water:  | 5,497 m <sup>3</sup>  |

# M.V. Pioneer Knutsen

## LNG tanker

Shipyard - Bijlsma Shipyards B.V.

Owner - Knutsen O.A.S.

1,100 M<sup>3</sup>

### General info

This LNG tanker for charter party Knutsen OAS Shipping in Norway and chartered by "Naturgass Vest AS" is the world's first tanker with combustion engines running on it's own cargo. The Gastanker is a double hull LNG tanker designed as a 2 G type gas tanker. The vessel is equipped with two cylindrical stainless steel cargo tanks. The ship runs a shuttle service along the Norwegian coastline mainly in the Bergen area, Supplying small depots that currently rely on deliveries by truck. The LNG Carrier is already called "Kyoto tanker" because of her well designed propulsion plant, which saves the environment by running on LNG as well as diesel for back up. The LNG fuel is boil-off gas from the cargo to maintain the right pressure and temperature inside the cargo tanks.



### Principal Particulars

|                      |       |    |
|----------------------|-------|----|
| Length overall:      | 68.87 | m  |
| Length between p.p.: | 63.40 | m  |
| Breadth moulded:     | 11.80 | m  |
| Depth:               | 5.50  | m  |
| Draught:             | 3.30  | m  |
| Deadweight:          | 640   | t  |
| Gross tonnage:       | 1500  | t  |
| Speed:               | 14    | kn |

### Equipment

|                       |            |
|-----------------------|------------|
| Main engine (gas):    | 2 x 900 kW |
| Main engine (diesel): | 2 x 640 kW |
| Bowthruster:          | 200 kW     |

### Capacities

|                |         |                |
|----------------|---------|----------------|
| Cargo tanks:   | 2 x 550 | m <sup>3</sup> |
| Slob tank:     | 84      | m <sup>3</sup> |
| Fuel, hfo:     | 34      | m <sup>3</sup> |
| Ballast water: | 598     | m <sup>3</sup> |

# Future perspective

## Independent tanks

Modular design

Superior segregation

Structural independence

Highly efficient heating

Faster cleaning

### Our outlook

The next evolution in chemical and product tanker design hinges on a simple but transformative idea: decoupling the cargo tanks from the ship's structure.

Independent tanks redefine how we build, operate, and ultimately value tanker tonnage. By treating each tank as a self-contained, swappable module—much like containers on a box ship—we unlock a host of advantages that conventional integral-hull designs can't match.

These range from dramatically improved cargo segregation and lower lifecycle emissions to faster turnarounds and unprecedented flexibility in both construction and trading patterns. Taken together, they point toward a paradigm shift in which the hull becomes a durable logistics platform and the tanks themselves become the value-adding, rapidly upgradable assets.

The benefits outlined on the next page explain why we are convinced that stand-alone cargo tanks will set the new standard for sea-going tanker vessels.





- **Faster, cleaner wash-downs**

Cylindrical geometry allows quicker, more water-efficient cleaning. Lower wash-water volumes shrink slop-tank requirements and shorten terminal turnaround times.

**Superior segregation**

Independent cargo tanks deliver unparalleled separation between chemical parcels. Unlike bulkhead-segregated holds, each standalone tank is completely isolated.

- **Structural independence & fatigue-free**

Because the hull and the tanks are built separately, construction can take place in parallel, cutting production time. The tanks carry no hull stresses, so fatigue cracking is virtually eliminated, extending service life.

- **Up to 70 % less heating energy**

Each tank can be individually insulated, minimizing exposure to ambient cold. The result is up to a 70 % reduction in heating demand—saving fuel, money, and emissions.

- **Modular, circular design**

Tanks are plug-and-play modules: swap, upgrade, or refurbish them without devaluing the hull. The vessel can even trade as a conventional dry-cargo ship when the tanks are removed, enhancing long-term flexibility and resale value. At the end of the tanks' lifecycle, it can easily be removed.

# Dutch Design Since 1952.

Founded in 1952 as the central design office for a group of Dutch shipyards, we have developed a wide range of ships, from general cargo vessels, tankers, and dredgers, to ferries and offshore vessels. Over 2,000 ships, operating all around the world, were built based on our designs, which at the time of their launch were unique in the world.

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