



Exmar Offshore Company, along with L&R Midland, Inc. have developed a tanker design which we believe to be cost effective in construction, environmentally friendly, compliant with all ABS and USCG standards, Double Hull in accordance with OPA 90, and can deliver large volumes (300,000 bbls) of clean petroleum product on approximately 34' of draft.

Exmar Offshore Company is an internationally known marine engineering and naval architecture firm based in Houston, Texas. In addition to the tanker design, Exmar's portfolio includes designs for semi-submersible drilling rigs, drillships, well service and intervention vessels, FPSO's, FSO's, workboats, and Tugs.

L & R Midland, Inc. is an integrated marine services firm based in Houston, Texas that offers professional brokerage in the areas of Inland Barging, American Flag Shipping, International Shipping and Vessel Sale & Purchase. Additionally, our Shipyard Division represents, as exclusive agents, a worldwide group of ship repair yards. Our companies have been in business since 1960 and have progressively grown to become the largest domestic brokerage firm in the United States.

As we are all aware, OPA 90 mandates the phase out of all tankers which are not of a double hull design. Currently there are approximately fifty handy size tankers in the market. By January 1, 2015 there will only twenty-one remaining from this group. This accounts for almost ten million barrels of tanker capacity (over 1.3 million GRT). Additionally, of the twenty-one double hull tankers remaining, eleven were built between 1975-1986.

Therefore, the need for replacement tankers is known and acknowledged by all in the industry. Our approach is to address this need from an industry wide perspective to accomplish this replacement.

We would like to schedule a meeting with you and your team so we can make a presentation, show you the design, answer any technical questions, and lay out for you our vision for the future of the Jones Act. We would also like to hear your thoughts on the Jones Act and this particular market.

Sincerely,
Exmar Offshore Company
L&R Midland, Inc.

WAHOO CLASS PRODUCT TANKER DATA SHEET

MAIN PARTICULARS:

LENGTH OVERALL	650 ft	198.1 m	LIGHT DRAFT	7.5 ft	2.3 m
LENGTH BP	630 ft	192.0 m	LOADED DRAFT	34 ft	10.4 m
BEAM	100 ft	30.5 m	SUMMER FREEBOARD	17 ft	5.2 m
DEPTH	53 ft	16.2 m	LIGHTSHIP	10,750 LTon	10,921 tonne

CAPACITIES:

CARGO CRUDE OIL	320,500 BBL	50,960 m ³
SLOPS	1,000 BBL	159 m ³
BALLAST	139,300 BBL	22,149 m ³
FUEL	12,486 BBL	1,985 m ³
POTABLE WATER	900 BBL	143 m ³

SHIPS EQUIPMENT:

	Qty.	Description
HOSE HANDLING CRANE	3	20T
DECK WINDLASS	2	65T x 9M/Min
DECK WINCH	8	30T x 15M/M
ANCHOR	2	Stockless - 1'
LIFE BOAT	2	35 Persons
PROVISION CRANE	2	2 T

TONNAGE:

DISPLACEMENT (SW)	51,678 LTon	52,500 tonne
DEADWEIGHT CAPACITY	40,928 LTon	41,579 tonne

PERFORMANCE:

CRUISING SPEED	15 knots
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COATINGS:

CARGO TANKS	EPOXY PHENOLIC
BALLAST TANKS	COAL TAR EPOXY
HULL -BELOW WL	ANTIFOULING EPOXY
HULL - ABOVE WL	EPOXY/POLYURETHANE
SUPERSTRUCTURE	EPOXY/POLYURETHANE

MACHINERY:

	Qty.	Description
MAIN ENGINE/GEN SETS	2	9L32 - 3900Kw
MAIN ENGINE/GEN SETS	3	6L32 - 2300Kw
AUX BOILER	1	TBD
FRESH WATER GEN.	1	40 TON/DAY
EMERGENCY GEN	1	N/R
BOW THRUSTER	1	745 kW
POD PROPULSOR	2	4,500 Kw

PUMPS:

CARGO PUMP	16	600 M3/Hr x 125MTH
CARGO MANIFOLD	8	TBD
BALLAST PUMPS	2	750 M3/Hr x 25MTH
BILGE, FIRE & G/S	2	140/350M3/Hr x 110/45 MTH
FIRE & G/S	1	430/600M3/Hr x 110MTH
EMERGENCY FIRE	1	270M3/Hr x 90MTH

ACCOMMODATION:

	CABIN	BERTH
OFFICERS	4	4
CREW	12	24
CREW	4	8
VIP	2	2
TOTAL	22	38
HOSPITAL	1	2

DOCUMENTATION:

CLASS	ABS Class ✕AI; DH; ✕AMS; Double Hull Oil Carrier	
FLAG	USA	
SOLAS	yes	(as per spec)
MARPOL	yes	(as per spec)

WAHOO TANKER CONTRACT DRAWING LIST

Dwg. Number	TITLE
	ARRANGEMENTS
10.01.1/1	General Arrangement
10.02.1/1	General Arrangement - Accommodation/Machinery
10.03.1/1	General Arrangement - Machinery Below Main Deck
10.04.1/1	Tank Plan
10.05.1/1	Lines Plan - Forward
10.06.1/1	Lines Plan - Aft
	STRUCTURAL CALCULATIONS
ER.01	Structural Scantling design - ABS Safehull
ER.02	Longitudinal Strength - Analysis and Report - BV AutoHydro
	STRUCTURE
20.01.1/2	Typical Transverse Midbody Frame
20.01.2/2	Typical Transverse Midbody Frame
20.02.1/1	Typical Transverse Midbody Bulkhead
20.03.1/1	Scantling Plans - Midbody
20.04.1/1	Scantling Elevations - Midbody
	ELECTRICAL
30.01A.1/1	One - Line Diagram (Electric Cargo Pump Version)
30.01B.1/1	One - Line Diagram (Framo Cargo Pump Version)
	ELECTRICAL CALCULATIONS
ER.03	Electric Load Analysis and Fault Current Study
	PIPING
40.01.1/1	Cargo Piping System
40.02.1/1	Ballasting Piping System
40.03.1/1	Cargo Tank Inerting System
40.04.1/1	Vapor Recovery System
40.05.1/1	C O W Piping System
	NAVAL ARCHITECTURE AND ENGINEERING
ER.04	Stability Analysis - BV AutoHydro
ER.05	Model Testing including speed/power, maneuverability and green water analysis
	PROPULSION
ER.06	Speed/Power and Maneuverability Study
	LIGHTSHIP
EC.07	Lightship Report
	SPECIFICATIONS
ER.08	Equipment List

