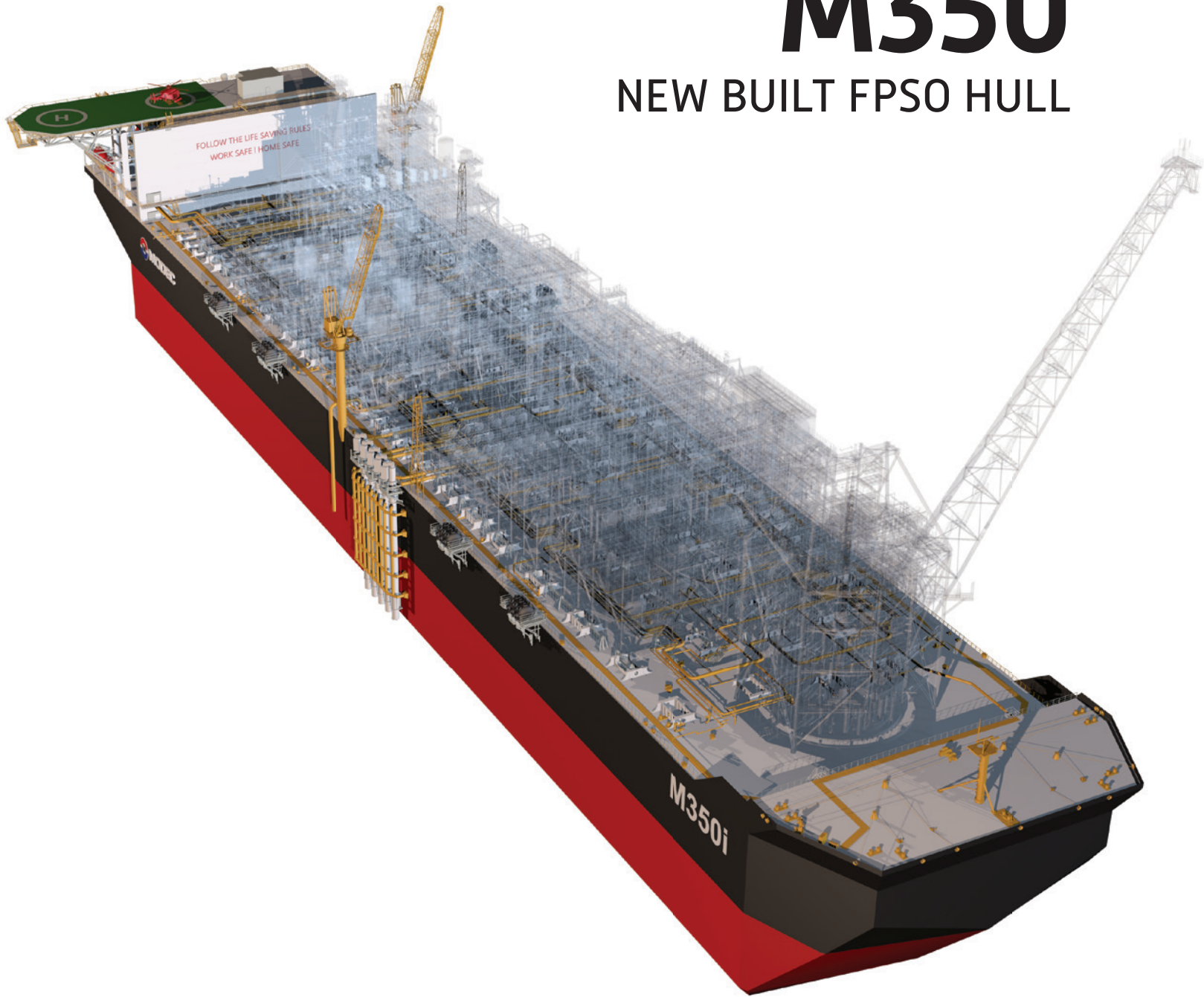




# M350

NEW BUILT FPSO HULL





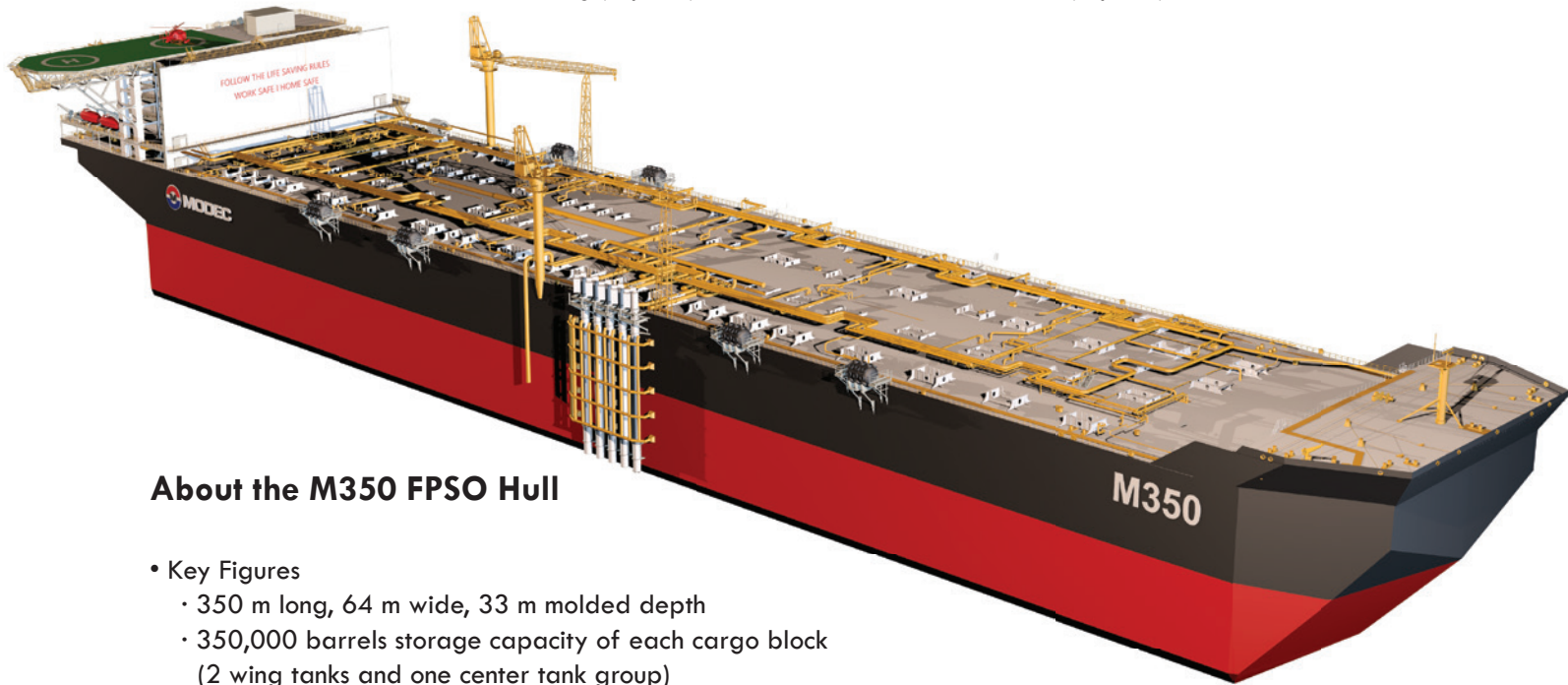
Helideck Parking (Option)



Free-fall lifeboats (Option)



Full double hull



## About the M350 FPSO Hull

- Key Figures
  - 350 m long, 64 m wide, 33 m molded depth
  - 350,000 barrels storage capacity of each cargo block (2 wing tanks and one center tank group)
  - 350,000 m<sup>3</sup> total cargo storage capacity (i.e. 2.2 million barrels)
- Main Features
  - Full double hull (i.e. double sides and double bottom), alleviating industry concerns about single bottom and late life corrosion
  - Design life of 25 years or more
  - Deck area available for topsides is around 20% larger compared to a VLCC
  - Suitable for topside weights ranging from 30,000 MT to 50,000 MT
  - Large living quarters for 160 people (Standard LQ Block)
  - Submerged cargo pumping system (instead of pump room)
  - Davit launched or free-fall lifeboats
  - Helideck with or without helicopter parking option
  - Designed and built to Shipbuilding Standards
- Model Tests

M350 has been successfully model tested in a wave basin for both the internal turret and spread moored options and variable simulated topside weights. The resultant hull motions have been very much within acceptable ranges thereby presenting a stable topside platform facilitating higher asset uptime.

# M350 – A SMART SOLUTION FROM EVERY ANGLE

## Reasons for M350 FPSO Hull

Large FPSOs based on VLCC conversions typically have topside weights of up to 35,000 tons with production rates as high as 180,000 barrels/day, water injection of 200,000 barrels/day and gas production of 400 MMscfd. However, despite these large capacities the demands from the Oil & Gas industry keep increasing in relation to:

- Longer FPSO design lives
- Larger and heavier topsides
- Larger storage requirements
- Larger accommodations to support campaign maintenance

In 2017 MODEC set out to develop a new FPSO hull code-named "M350" exploiting MODEC's decade's long FPSO design, construction and operating experience. The M350 was jointly developed with DSIC, a Chinese shipyard with which MODEC already had a growing relationship. DSIC is an industry leader in delivering state of the art VLCCs and other offshore floating systems (incl. FPSOs)



## M350 Mooring System Options:

The M350 Hull is designed to operate in different environmental conditions prevailing around the world. There are four variants of the hull, each designed for a different type of mooring system, namely:

- \***(e)** M350e: (EXTERNAL TURRET)
- \***(i)** M350i: (INTERNAL TURRET)
- \***(s)** M350s: (SPREAD MOORING)
- \***(y)** M350y: (TOWER YOKE)

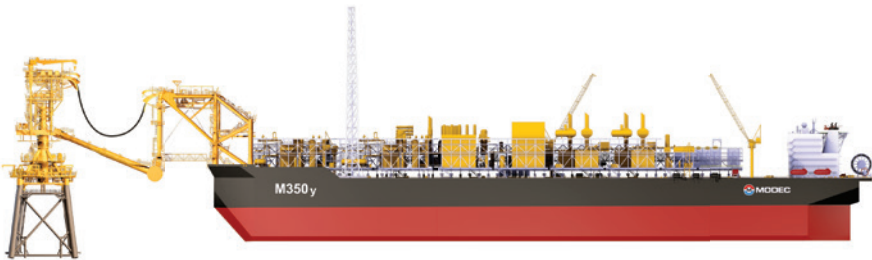
# M350 Options



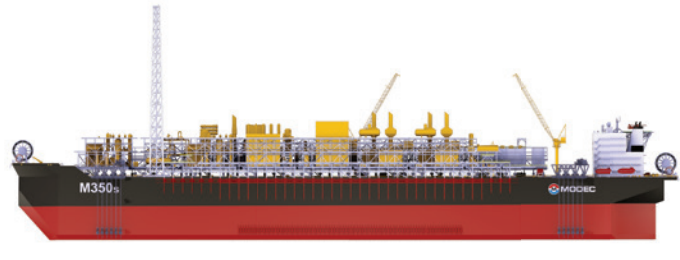
**M350e** (EXTERNAL TURRET)



**M350i** (INTERNAL TURRET)



**M350y** (TOWER YOKE)



**M350s** (SPREAD MOORING)

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The information contained in this brochure is true and accurate at the time of publication, however, it may be subject to change without prior notice.