CLAIMS

1. A ship-shaped structure applied to either a Floating Production Storage and Offloading Unit (FPSO) or a tanker, comprising:

one or more cargo tanks for reserving cargo oil; and

a common space that is a compartment provided independently from the or each cargo tank that is adapted to receive mooring equipment for a floating production storage and offloading unit or a reinforcing member for the mooring equipment wherein:

a) in the case of a FPSO, mooring equipment is installed in the common space; and

b) in the case of a tanker, the common space is used as an additional cargo tank, or as a trimming or ballast tank.

2. The ship-shaped structure according to claim 1, wherein a parallel part structure and an intermediate structure, which is obtained by joining together a bow structure and a stern structure that are formed by removing the parallel part structure from the ship-shaped structure, are built independently from each other.

3. The ship-shaped structure according to claim 2, wherein the ship-shaped structure is built by dividing the

intermediate structure into the bow structure and the stern structure, positioning the parallel part structure between the bow structure and the stern structure, joining the front end of the parallel part structure to the rear end of the bow structure, and joining the rear end of the parallel part structure to the front end of the stern structure.

4. The ship-shaped structure according to claim 2 or 3, wherein the breadth of the intermediate structure is less than or equal to 49m.

5. The ship-shaped structure according to any one of claims 2-4, wherein the intermediate structure is capable of self-propelling.

6. The ship-shaped structure according to any one of claims 1-5, wherein the common space is positioned closer to the bow than the mid-ship point on the center line.

7. The ship-shaped structure according to claim 6, wherein the common space is a centrally located compartment obtained by dividing the fore peak tank into three parts with bulkheads that are substantially parallel to the center line, and the mooring equipment is an external turret.

8. The ship-shaped structure according to claim 6, wherein the cargo tanks comprises one or more center cargo tank disposed on the center line and respective wing cargo tanks provided on either sides of the or each center cargo tank, the common space being adjacent to one of the center cargo tanks, and the mooring equipment being an internal turret.

9. The ship-shaped structure according to claim 6, wherein the cargo tanks are disposed on the starboard and portside of the center line, the common space is provided on the center line, and the mooring equipment is an internal turret.

10. The ship-shaped structure according to any one of claims 1-5, wherein the common space is a ballast tank provided inside a side wall of the ship body, and the mooring equipment includes a fairleader through which a spread mooring chain passes.

11. The ship-shaped structure according to any one of claims 1-7 and 10, wherein the cargo tanks comprises one or more center cargo tanks disposed on the center line and respective wing cargo tanks provided on either side of the or each center cargo tank, and the number of ballast tanks provided in the longitudinal direction of the ship body on the outer sides of the wing cargo tanks is double the number of the

center cargo tanks in the longitudinal direction, or the length of the aftermost- and foremost-positioned wing cargo tanks is 7% to 12% of the length between perpendiculars.

12. The ship-shaped structure according to any one of claims 1-7, 9 and 10, wherein the cargo tanks are provided along the center line, the number of ballast tanks provided outside the cargo tanks in the longitudinal direction of the ship body is double the number of the cargo tanks in the longitudinal direction, except for the aftermost- and foremost-positioned two cargo tanks arranged along the longitudinal direction of the ship body, or the length of each of the aftermost- and foremost-positioned cargo tanks is 6% to 11% of the length between perpendiculars.

13. The ship-shaped structure according to any one of claims 1-12, wherein a cargo oil pump is independently disposed close to a rear bulkhead in each of the cargo tanks.

14. The ship-shaped structure according to any one of claims 1-13, wherein the breadth of the rear end of the upper deck close to the stern is 0.6-1.0 time the breadth of the ship-shaped structure, or the upper deck of the bow has an extension part with a tip that projects forward from the fore perpendicular by 1-3% of the length between perpendiculars

and the breadth of the tip is 0.4-1.0 time the breadth of the ship-shaped structure.

15. The ship-shaped structure according to claim 14, wherein an accommodation space for 150 or more persons is provided on the upper deck close to the stern.

16. The ship-shaped structure according to claim 8, wherein the number of ballast tanks provided in the longitudinal direction of the ship body on the outer sides of the wing cargo tanks is double the number of the center cargo tanks in the longitudinal direction, or the length of the aftermost- and foremost-positioned wing cargo tanks is 7% to 12% of the length between perpendiculars.