LNG fuelled type G tanker

ID 55678 / 55679
BV 25106R / 24521F
**Ship’s particulars**

**Main dimensions:**

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>length over all</td>
<td>110.00 m</td>
</tr>
<tr>
<td>breadth</td>
<td>11.40 m</td>
</tr>
<tr>
<td>depth</td>
<td>5.65 m</td>
</tr>
<tr>
<td>draught</td>
<td>3.15 m</td>
</tr>
<tr>
<td>airdraught (in ballast)</td>
<td>4.60 m</td>
</tr>
</tbody>
</table>

**Cargo tank capacity**  
6 x 437 = 2622 m³

**cargo products**  
a.o.LPG, ammonia, vinyl chloride, isoprene, propylene oxide

**Classification**  
BUREAU VERITAS
General Arrangement
LNG tank arrangement

- single-wall 85 m³ independent pressure tank with design pressure of 10 bar
- same principle construction as pressure tanks for refrigerated cargo products
- tank insulation fitted on outer side, reducing substantially the transfer of heat into the tank and cold into the compartment
- the single wall design allows possibilities for internal inspection of the tank
- tankdome penetrating the deck, allowing all tank openings and connections for piping and equipment on open deck
- the relation between the opening pressure of the safety valves and the working pressure in the tank prevents these safety valves from blowing-off within 15 days the ship being in idle condition
- height of the safety valve discharge mast upto the airdraft
Tank location

- tank location under deck in a separate compartment within the cargo area and which is protected by double hull and bottom as required for refrigerated cargo tanks

- in addition the hull complies with ADN 9.3.4 for large tanks
Gas conditioning system

- LNG is conditioned to gas (NG) suitable to supply the consumers in the engineroom aft: temperatures not less than 0 °C and pressures upto 8 bars
- Location of the conditioning unit on open deck close to the tank dome
- Stainless steel driptray installed under entire conditioning unit
GAS SAFE as per IGF code!

- one dual fuel main engine
- two generator sets running on gas
- redundancy of these sets by two diesel driven generator sets, one in aft, second in forward engine room
- except short-length and almost pressureless gas pipes to generator sets, gas piping to engines is enclosed in gastight ducts or casings, all in compliance with IGF code