Design highlights

- Latest Dual Fuel Engine technology:
  - reduces emissions in LNG operation: SOx (100%), CO₂ (20%), NOx (80%)
  - compliant with MARPOL Tier III in gas mode
- Vessel is fueled by natural BOG and forced vaporizing
- Long flat side to satisfy terminal request for dolphin mooring
- Elevated LNG manifold - optional
- High manoeuvrability
- Over 40 years experience in merchant market and leading experts in LNG
- Core competence of Gas Handling Systems within Wärtsilä Ship Design Team

SPECIFICATION IN BRIEF

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length over all</td>
<td>115.1 m</td>
</tr>
<tr>
<td>Draught, design</td>
<td>5.50 m</td>
</tr>
<tr>
<td>Draught, maximum</td>
<td>6.00 m</td>
</tr>
<tr>
<td>Gross tonnage</td>
<td>6,850</td>
</tr>
<tr>
<td>Net tonnage</td>
<td>2,283</td>
</tr>
<tr>
<td>Deadweight, max</td>
<td>4,100 t</td>
</tr>
<tr>
<td>Service speed</td>
<td>13.5 knots</td>
</tr>
<tr>
<td>Operation area</td>
<td>“Worldwide”</td>
</tr>
</tbody>
</table>

M/E fuel consumption

<table>
<thead>
<tr>
<th>Mode</th>
<th>Consumption</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gas mode - LNG cons</td>
<td>8.4 t/day</td>
</tr>
<tr>
<td>Diesel mode - MDO cons</td>
<td>10.4 t/day</td>
</tr>
</tbody>
</table>
**TECHNICAL SPECIFICATION**

**MAIN DIMENSIONS**
- Length over all: 115.10 m
- Length PP: 110.60 m
- Breadth moulded: 18.60 m
- Depth moulded, to upper deck: 10.15 m
- Draught, design: 5.50 m
- Draught, max: 6.00 m
- Deadweight, des draught: 3,800 t
- Deadweight, des draught: 4,100 t

**SPEED & ENDURANCE**
- Design speed (Td): 13.5 kts (Td, @90%MCR, 15%SM)
- Max. speed (option): 15.7 kts (Td, @100%MCR, PTI boost option)
- Endurance, service speed (LNG): 5,650 nm
- Endurance, service speed (MDO): 8,000 nm

**CAPACITIES**
- LNG (incl. 475 m³ fuel): 7,500 m³ (cylindrical type C, 2x3750 m³, 4.5 bar)
- MDO (incl. 550 m³ as cargo): 400 m³
- BW: 2,900 m³
- FW: 150 m³

**CARGO EQUIPMENT**
- Deepwell pumps 2x500 m³/h
- Deepwell heating/vapourising equipment
- Nitrogen Generator Unit Unit 220 Nm³/h
- Boil of Gas Management options:
  - Gas Combustion Unit or
  - DF boiler or
  - Reliquefaction unit
- Fuel gas handling system
- Set of STS transfer equipment incl. LNG flexible hoses, Yokohama fenders, emergency release coupling etc. for STS operations – optional;

**FUEL CONSUMPTION**
- Fuel consumption, (-S/G), LNG: 8.4 t/d
- Fuel consumption, (-S/G), MDO: 10.4 t/d
- Fuel consumption, (+S/G), LNG: 8.5 t/d
- Fuel consumption, (+S/G), MDO: 10.6 t/d

**ACCOMMODATION**
- 18 persons in single cabin, fully air-conditioned

**PROPULSION / MACHINERY**
- 4-stroke Wärtsilä Dual Fuel Main Engine
  - 1 x 3,000 kW 6L34DF
- 4-stroke Wärtsilä Generating sets
  - 2 x 1,065 kWe 6L20DF
- Shaft Generator (PTO): 1,000 kWe
- 1 CP Propeller, dia: 4.00 m
- 1 Reduction gear with output for PTO
  - PTI 1 x 1,000kWe (PTI suitable for boost power) - optional
- 1 x Emergency diesel generator 150 kW
- 1 x Bow thruster 550 kW

**CLASSIFICATION**
- DNVGL (or equivalent IACS) +1A Tanker for liquefied gas, Ship type 2G(-163°C,0.50 t/m³,4.5 barg), E0, Gas fueled.
- Recommended additional notations: ICE class (BTCVOLF31T650$/165$/$650$)
- BWM-T, CLEAN, TMON, BIS

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