



## UNIQUE COST SAVING DESIGN BALLAST-FREE 7,500 M<sup>3</sup> LNG CARRIER

- ✓ Reduced building costs
- ✓ No need of Ballast water due to specific hull design
- ✓ Fully seaworthy vessel in all conditions - always sufficient draft
- ✓ No ballast piping, no expensive ballast-treatment, no related systems
- ✓ Less corrosion & less expensive tank coatings, no tank sediments
- ✓ Reduced fuel consumption in 'ballast' condition
- ✓ Membrane cargo tanks provide optimised cargo volume
- ✓ Reduced maintenance costs & Simplified ship operations

### MAIN PARTICULARS

Length overall	109 m	2 Membrane type GTT Mark system	Mark III/Flex/Fit
Breadth, moulded	19 m	Cargo Capacity (100%V)	7 800 m <sup>3</sup>
Depth, moulded	9,5 m	Boil-Off-Rate (tbc)	0.27 % per day
Loaded design Draft	7.0 m	Speed, at design draft, 85% MCR, 15% SM	14 knots
10% loaded Draft	abt. 6 m	Single screw, ME with PTO 1 x 8 L	
Deadweight, at design draft	3 900 tons	320-350 bore 2 Gensets, all Dual-Fuel	

### CLASS

BV, LR, DNV, ABS, CCS, NK, or equivalent +1A1 Tanker for Liquefied Gas, Ship type 2G, Clean Design, Gas fuelled, No Ballast water



WHEN  
PERFORMANCE  
MATTERS

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