



# L2

## LNG FEEDER VESSEL

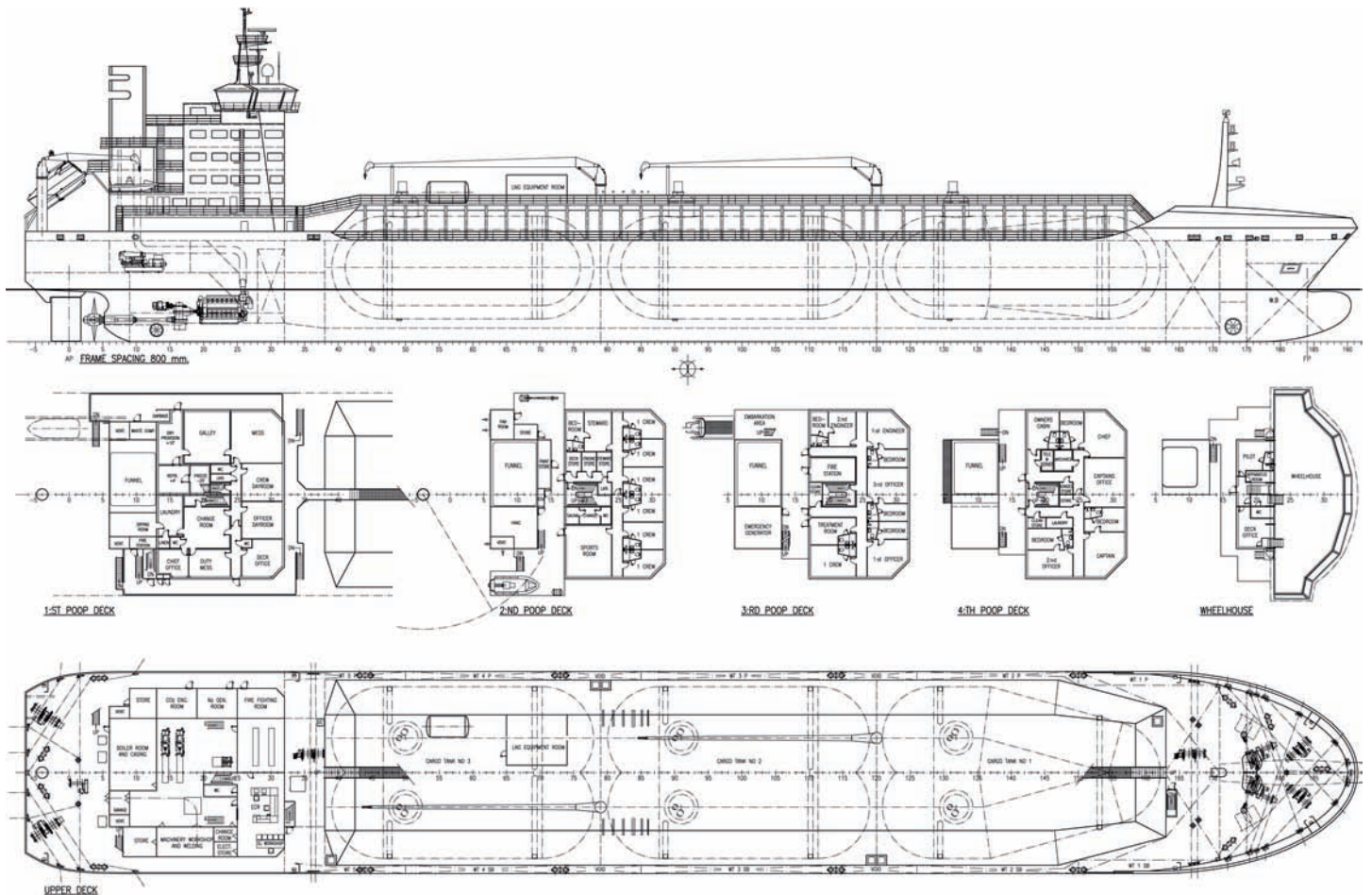
### GENERAL

The FKAB L2-design is tailor made for regional distribution of Liquefied Natural Gas (LNG). The LNG is stored in three insulated cargo tanks of bilobe type, classified by IMO as "Independent Type C". They have spherical heads and a design pressure of 4.1 barg. Each tank is equipped by two submerged deep well pumps for easy discharging. The discharge capacity is 6 x 300 m<sup>3</sup>/h.

The FKAB L2 main fuel is boil-off gas and regasified LNG from the cargo tanks. This will reduce fuel cost when operating the vessel. Despite this the L2 is designed to be as energy efficient as possible with amongst other a slender hull and a heat recovery system. These measures reduce costs further but will also reduce the environmental footprint of the vessel. To maintain flexibility and for emergency use the machinery is of dual fuel type and the vessel has capacity to carry MGO as fuel also.

### MAIN FIGURES

Cargo cubic capacity, 100%	16 500 m <sup>3</sup>
Deadweight	7 300 tonnes
Speed	15.2 knots



## MAIN PARTICULARS

Length over all	158.4 m	Marine diesel oil capacity	200 m <sup>3</sup>
Length between PP	147.2 m	Water ballast capacity	5 800 m <sup>3</sup>
Breadth mld	24.0 m	Main engine (MCR)	5 520 kW
Depth mld	12.0 m	Service speed	
Draught design	6.2 m	(85% MCR, 15% sea margin)	15.2 knots
Corresponding deadweight	7 300 tonnes	Accommodation	15 pers
Cargo cubic capacity, 100%	16 500 m <sup>3</sup>	Gross tonnage	11 800

All figures above are preliminary

## CLASS

Det Norske Veritas: ✱ 1A1, Tanker for liquefied gas, Double hull IMO type 2G gas tanker (-163°C, 4.1 bar), ICE 1A, E0. Other classification societies are also possible.