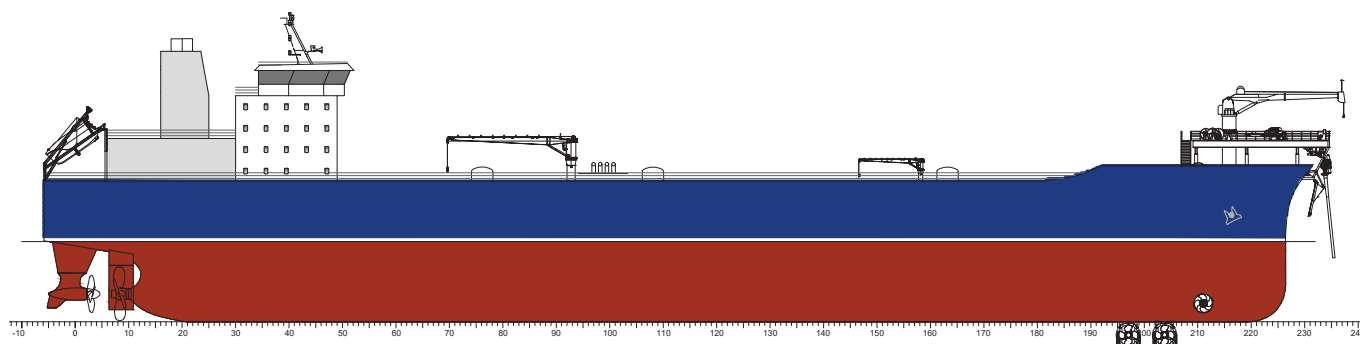


# 20,000 M<sup>3</sup> CO<sub>2</sub> TANKER



The shuttle tanker is a dedicated liquified CO<sub>2</sub> tanker.

It loads liquified CO<sub>2</sub> from shore-based entities where it has been captured, liquified and temporarily stored. The liquified CO<sub>2</sub> is transported to the offshore floating storage and injection unit wherefrom the injection takes place. Several shuttle tankers are foreseen to supply the offshore floating storage and injection unit.

The ship is equipped with DP2 capability for ship-to-ship transfer of the liquified CO<sub>2</sub> to the floating storage and injection unit via a bow unloading system.

The ship has DP2 capability via several fixed as well as retractable thrusters. On a conceptual level a POD for DP2 capability as well as energy saving as contra-rotating propeller in transit is considered.

## MAIN PARTICULARS

Length o.a.	162.20 m
Length p.o	158.50 m
Breadth, moulded	27.00 m
Draught (design)	10.50 m
Depth to main deck	18.40 m

## SPEED

Service speed.	16.0 kn
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## CAPACITY

Cargo tank system	3 x bilobe type-C cargo tanks
Cargo pumps	12 submerged pumps
Cargo volume	20,000 m <sup>3</sup>
Cargo	Liquified CO <sub>2</sub> at -50°C /approx. 6.9 bar

## MACHINERY & EQUIPMENT

Fuel:

Methanol with backup from MGO and biofuel (e.g, HVO100)

Main engine 2-stroke dual-fuel type for diesel and methanol

Installed power 9,500 kW

Aux. power 13,000 kW

Bow tunnel thruster 1 pcs

Retractable bow thrusters 2 pcs

Retractable stern thrusters 1 pcs

Aft POD 1 pcs

## SCOPE OF WORK

Conceptual general arrangement

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