

Fact Sheet



Methane Nile Eagle

The Methane Nile Eagle is one of nine vessels in BG Group's core liquefied natural gas fleet.

Constructed in 2007, the vessel is among the company's largest with a maximum carrying capacity of 145,597m³ of liquefied natural gas. That's enough energy to power every household in metropolitan Brisbane for about two-and-a-half weeks.

The Methane Nile Eagle is a relatively "green" vessel. It carries a "Green Passport" issued by Lloyd's Register, based on the materials used in the ship's structure, systems and equipment

Its 29,000 kW horsepower engines are driven by a portion of the liquefied natural gas cargo, rather than the heavy fuel oil used by much of the world's merchant marine fleet.

Using gas means significantly fewer emissions of combustion-related products such as carbon dioxide, oxides of nitrogen and sulphur oxides. It is like the difference between emissions from a gas-powered bus and a standard diesel bus, but on a much larger scale.

To further protect the environment, the vessel is certified as free from asbestos and tin-based paints. It also has a waste

oil incinerator and garbage compactor. Garbage is segregated, recycled and discharged ashore.

Liquefied natural gas carriers such as the Methane Nile Eagle are among the safest vessels in the maritime industry. Since liquefied natural gas was first shipped in 1959, these vessels have completed 80,000 voyages, including more than 2,600 from Australia, without a major accident or loss of cargo.

As with all liquefied natural gas vessels, the Methane Nile Eagle is designed and operated according to proven and strict international procedures. Crew receive extensive training while the vessel features multiple layers of protection including a double hull, secondary containment system and emergency shutdown systems.

Technical specifications

Flag: Bermuda

Port of registration: Hamilton

Place of building: Samsung Heavy Industries Limited, Geoje, Korea (2007)

Deadweight at design draft: 72,954.8 metric tonnes

Dimensions

Length: 283m

Length between perpendiculars: 270m

Breadth, moulded: 43.40m

Depth to upper deck, moulded: 26m

Design draft: 11.4m

Scantling draft (maximum structural draft): 12.4m

Air draft maximum: 50m above baseline with radar mast in lowered position and approximately 56m with radar mast in raised position

Propulsion

Main propulsion: Steam turbine

Make: Kawasaki Heavy Industries Limited

Type: Reversible geared, cross compound, steam driven

Horsepower at Maximum Continuous Rating (MCR): 29,052 kW @ 90 RPM

Horsepower at Nominal Continuous Rating (NCR): 26,147 kW @ 86.9 RPM

Guaranteed speed: 20.2 knots at a draft of 11.4m and at main steam turbine output of 22,734 kW

Cargo containment

Guaranteed LNG cargo carrying capacity: 142,950m³ at maximum allowable cargo tank fill ratio of 98.5%

Guaranteed fuel consumption: 182.2 metric tonnes per day at NCR

Guaranteed boil-off rate: 0.15 per cent by volume per laden day

Cargo containment system type: Gaztransport & Technigaz (MARK III) membrane

Total cargo capacity at 100% full: 145,597m³

Fast facts

- At a maximum operational speed of 20.2 knots, the Methane Nile Eagle could circumnavigate the world at the equator in 44.5 days
- The Methane Nile Eagle was constructed using more than 22,000 tonnes of steel, the same weight as 123 jumbo jets (747-400)
- Each cargo tank is made up of more than 15,000 major individual pieces
- BG Group places the word “Methane” before the names of its ships to denote the vessels that it owns. This draws on the history of the industry as “Methane” was also applied to the names of the first LNG vessels almost half a century ago

Contact

If you would like more information about the Queensland Curtis LNG Project and the Methane Nile Eagle, please contact us at: info@qclng.com.au or our toll-free number **1800 030 443**

Alternatively, visit our website: www.qclng.com.au



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