



It should be remembered that over 60% of the world's oil is transported by these tankers, and over 99% of that arrives safely without causing pollution. Indeed most oil pollution seen on beaches comes from the engine rooms of vessels (of all types) and not from the cargo tanks of tankers.

To ensure that oil tankers transport to all parts of the world, and not just the affluent western countries where freight rates might be expected to be higher (and therefore tankers congregate), there is a system called **WORLDSCALE**, which ensures that net freight earnings for tanker owners are the same, regardless of length of voyage and varying costs (such as bunkers and port dues), so that a tanker will earn (net) as much per day on a route that is long and arduous as they will on a short and low cost voyage. This ensures that tankers take their goods to all parts of the world and don't just concentrate on the lucrative Middle East to Western Europe or USA routes.



HANDY SIZE



PANAMAX SIZE



AFRAMAX SIZE



V.L.C.C. SIZE

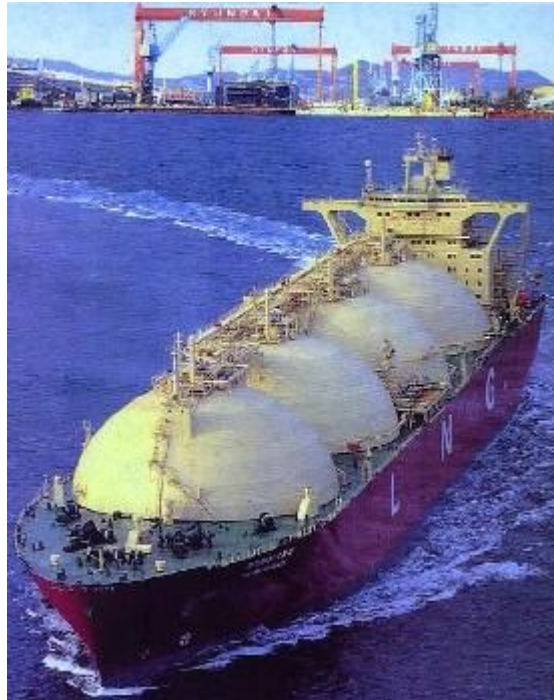


SUEXMAX SIZE



U.L.C.C. SIZE

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**For a learning tool about LNG Carriers,
click on the image above to download a
short but useful automatic show on
LNG carriers and their cargoes**

The LNG carrier (Liquified Natural Gas) and its cousin the LPG carrier (Liquified Petroleum Gas) are products of the late twentieth century. LNG and LPG are the preferred fuel types of certain countries for their industrial power needs. Japan is one such country, and so LNG needs to be transported to Japan, but is not the easiest of cargoes to be transported.. In its natural state, LNG is a gas, so to transport it, it needs to

be either pressurised into a liquified form, or kept as a liquid by reducing the temperature (simple application of Boyle's Law in physics !).



The shape of the LNG Carrier is quite unmistakable, with the shape of the Moss tanks (which are like enormous spherical thermos flasks !) visible along the deck, which has led to the nickname of "Dinosaur Eggs Carriers". An alternative design is known as the "membrane" type, which allows for a more standard shape of vessel without the "eggs".

Obviously, the carriage of an explosive gas - kept at below freezing temperatures as an unstable liquid presents a very dangerous cargo, yet it is for this very fact, that LNG Carriers have about the best safety record of all maritime vessels. Only the best officers and crews are employed on these vessels, and the vessels themselves are maintained meticulously,