

New Pressure Tanker Goes to Sea

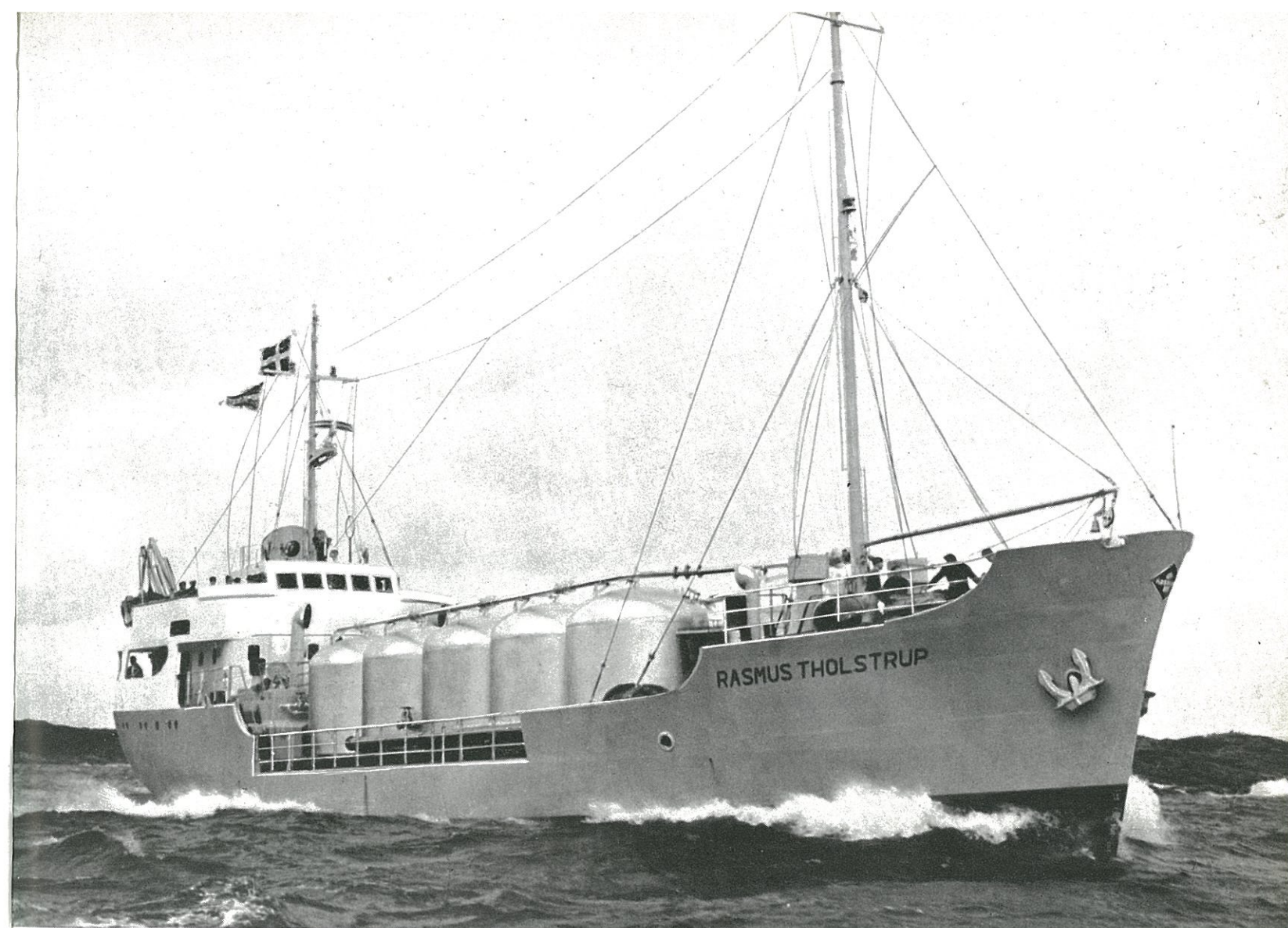
One of the first tankers built especially to carry liquefied petroleum gas is the *Rasmus Tholstrup*. She will carry 320 tons of this volatile product from big European refineries to bulk plants in Northern Europe for the firm of A/S Kosangas, Copenhagen.

As you may know, volatility varies in all petroleum products. At the bottom of the scale, volatility of residual oil is almost nil. At the other extreme is propane, so volatile that if put in a pan at room temperature, it will quickly boil away. At one time transporting this gas was almost an insurmountable problem. But propane, in a way, has solved the problem by itself. If pumped in liquid form into a sealed tank at room temperature, it will boil until its vapor pressure is 109 pounds per square inch gage. It will then rest quietly until the pressure is lowered

by opening a valve. It will maintain the pressure by itself.

The *Rasmus Tholstrup* is a ship especially built to carry this product. She can be distinguished by her rows of vertical steel pressure tanks, designed particularly for this one trade only.

She is no experiment, however. The owners already have a smaller propane tanker, the *M/S Kosangas*, and the experience gained with her has been used to good account in the *Rasmus Tholstrup*. The owner, A/S Kosangas, is the oldest European firm dealing in liquefied petroleum gas—and at the same time, the most modern. The new method of conveying gas will be more economical than heretofore.



Rasmus Tholstrup.

Dimensions of the *Rasmus Tholstrup* are as follows:

Length Overall	50.35 meters (165 ft.)
Beam	10.06 meters (33 ft.)
Depth to main deck	4.27 meters (14 ft.)
Draft	3.66 meters (12 ft.)
Gross tons	499
Speed	10.5 knots

Her entire carrying capacity of 320 tons of liquefied gas can be loaded in 12 vertical pressure tanks, each 7.2 meters tall and 3.3 meters in diameter (23.6 feet × 10.8 feet) and each built by Ruhrstahl AG at Henrichschütte, Germany. They were sanctioned by Bureau Veritas after annealing, X-rays, and pressure testing of 28 atmospheres (412 pounds per square inch absolute) at 70 deg. F. The normal pressure in these tanks, if holding pure propane, will be 109.3 pounds per square inch. If the weather is cooler, the pressure will be lower; if warmer, higher. If the temperature really gets high, these tanks are equipped with safety valves that will discharge the gas at the masthead. Also, the tanks are equipped with hydraulic valves that can be opened or closed from a central point.

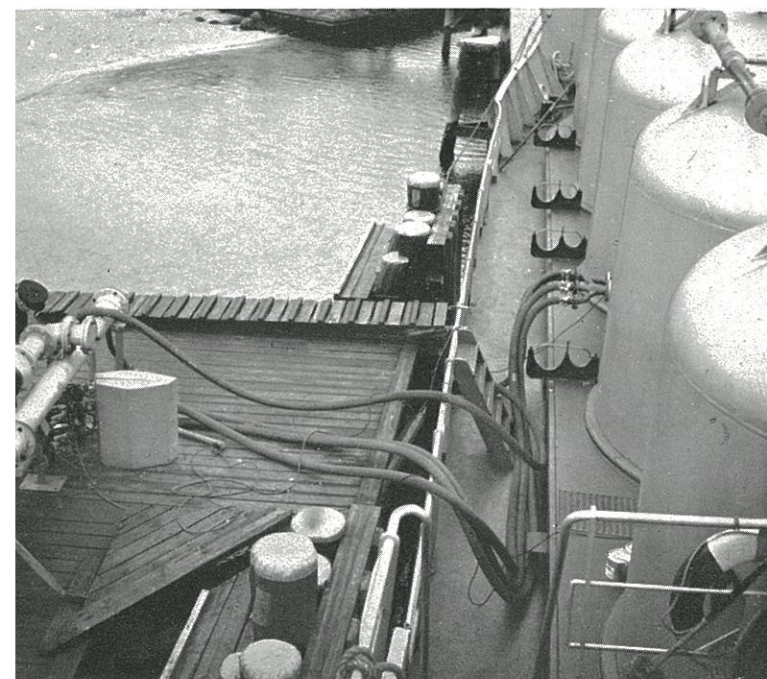
In addition to the tanks, the *Rasmus Tholstrup* is well equipped. Forward of the tanks is a small dry cargo hold. Navigating instruments consist of an echo sounder, Decca

Mark V type radar, and compass repeaters built by Kelvin-Hughes. She is kept on course by a Sperry gyro-compass, and also has a radio direction finder and telephone built by P. M. Pedersen. Two life rafts and two aluminum lifeboats are also provided.

Her main engine is an MAK, direct reversible, 8 cylinder diesel. It will develop 460 shaft horsepower. Auxiliaries were provided by Bukh's Machine Works at Kalundborg, and consist of two diesel electric generators of 38 kW each, one of 18 kW and an emergency generator of 3 kW. The generators are 110 volt D.C. and were built by Thomas B. Thrige, Odense, who also made all electric motors aboard. Her pumping engines are interesting. There are two big compressors built by Sabroe, Aarhus, and two centrifugal pumps of the make "Ruhrpumpen".

The interior of the *Rasmus Tholstrup* is very attractive. Crew quarters are very comfortable with spring mattresses and foam rubber sofas and chairs. The Captain, first mate, and Chief Engineer have their own separate day-rooms and bedrooms.

In all, the *Rasmus Tholstrup* is a neat, well-appointed little ship, and with Gargoyle Marine Oils in use, we are sure she will be a most economical tanker for the A/S Kosangas people of Denmark.



Pumping the gas on board.

Details of an LP gas pump on the Rasmus Tholstrup.

