

★ Gas Compressors

CM series for Boil-off Gas Handling on LNG Carriers

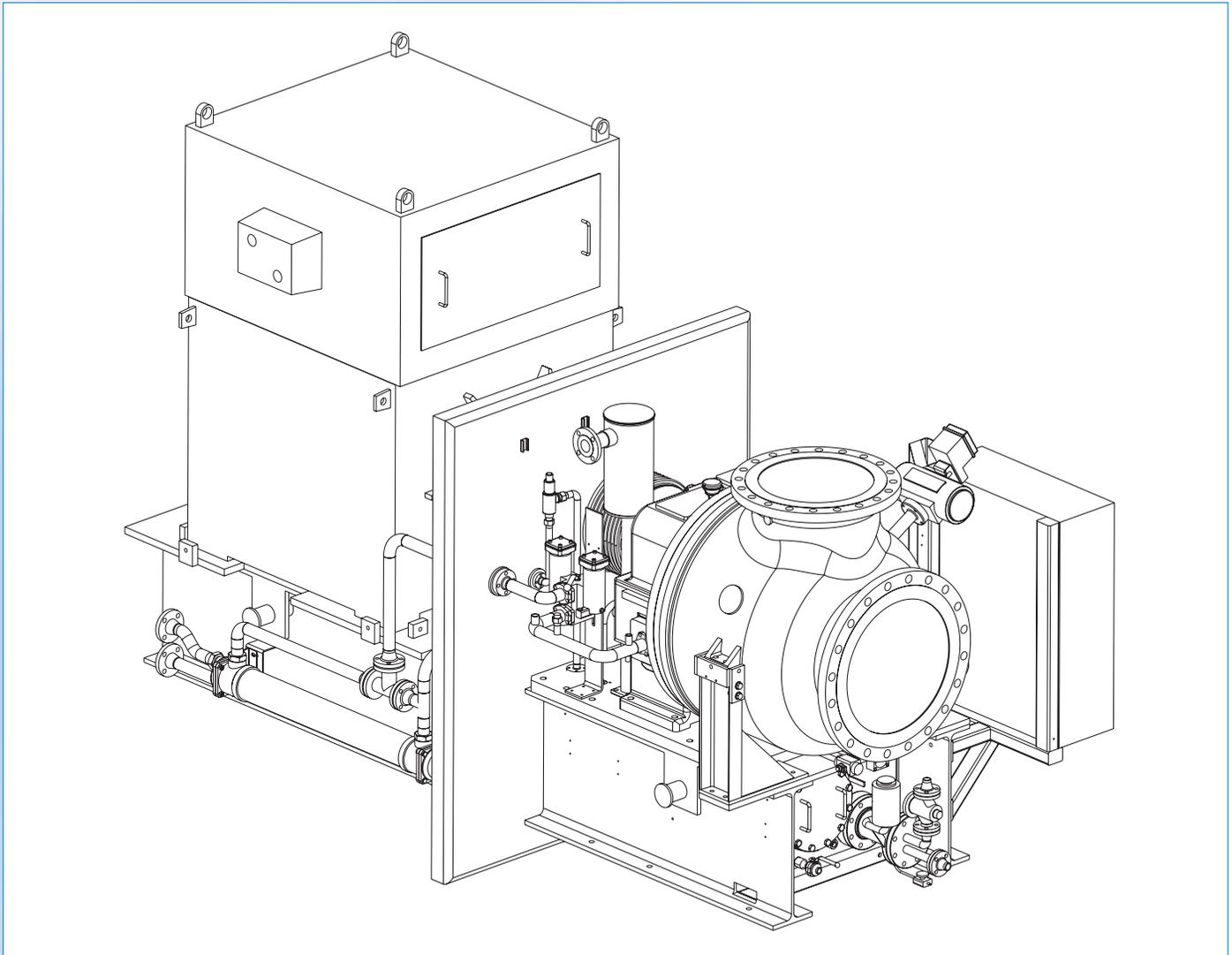
CM series for boil-off gas handling on LNG carriers or terminals



Electric motor driven single stage cryogenic compressor, type CM, with adjustable inlet guide vanes, complete with lube oil system, seal gas system, and accessories. The whole unit is installed on a single, rigid skid, with bulkhead, and bulkhead seal mounted to the heavy-duty gearbox. Typically this machine delivers up to 40,000 m³/h of boil-off gas with an inlet temperature of -140°C.

★ Key Advantages of the Cryostar Boil-off Gas Compressors:

- ★ **Compact, space saving arrangement**
Small footprint allows simple onboard integration, and access for operation and maintenance.
- ★ **Rigid heavy-duty skid**
Proper stability of the motor/compressor arrangement, for trouble-free operation.
- ★ **High efficiency and performance**
Smaller motor sizes squeeze cost and assure economic operation.
- ★ **Advanced, oil-lubricated bulkhead seal**
Accessibility for shaft alignment, no sealgas consumption, reliability and safe operation.
- ★ **Integrated local panel**
Cabling and tubing done in the factory thus reduced installation cost for the shipyard.
- ★ **Process Integration with the Cargo Handling System**
Cryostar provides a combined, well-integrated package with the Gas Heaters/Vaporizers.
- ★ **IAS Integration**
As an option, serial link to IAS, or fully redundant integration with selected IAS vendor.



	P_{in}	P_{out}	Flow
CM 200	1.03 bar a	2.03 bar a	3'500 to 40'000 m ³ /h
CM 300			
CM 400			

★ Applications:

★ For LNG carrier cargo handling equipment:

★ As High Duty compressor:

- To transfer boil-off gas to the shore during loading.
- To transfer boil-off gas to the shore during initial cooling down.
- To recirculate boil-off gas to warm-up cargo tank.

★ As Low Duty compressor to maintain the cargo tank pressure and to supply the boil-off gas to the propulsion system as fuel gas during the voyages.

★ For Land based plant, as Cryogenic Blowers & Compressors, without bulkhead and designed according to API617 if required (with separate lube oil system for special purpose oil systems).