

# Amulet Motor Tanker

## with a Clean Conscience

The Dutch central government promotes the transport of goods using inland vessels and aims for an increasingly 'green' inland navigation fleet. Inland vessels have a nominal lifespan of more than 30 years, and greener engines and exhaust valves require substantial investments. The Amulet Eco Tanker is currently the 'greenest' and most sustainable inland tanker in the Netherlands and is sailing in the Amsterdam-Rotterdam-Antwerp region. The vessel's owners consider themselves green and sustainable, while at the same time being business-minded and competitive. The ship's operating costs are barely higher than for traditional ships. The lower energy consumption offsets the higher investment costs involved in the environmentally friendly construction of the vessel.



### A green ship for a green planet

- Carbon emissions reduced by up to 32%
- Complies with emission requirements effective from 2016
- Outperforms the Euro 5 standard (European emission standard for road transport)
- 50% less built-in horsepower than traditional ships
- Fully diesel-electric operation
- Can accommodate the freight of 285 lorries
- Prevents a traffic jam of more than 3 kilometres



### Amulet powered tanker also known as Amulet Eco Tanker

Length and width:	135 X 14.15 metres
Loading capacity:	6,752 tonnes
Skippers/owners:	Frans and Igor Jansen and Ton van der Molen
In service:	since November 2010
Suppliers:	these include Holland Shipyards Hardinxveld-Giessendam/D&A Electric/Volvo-Penta motoren/Veth Propulsion/Alewijnse elektronische dienstverlener in scheepvaart en industrie (electronic services provider for shipping and industry)
Home port:	Barendrecht, the Netherlands
Navigation area:	Amsterdam, Rotterdam, Antwerp and European waterways





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### Technical tour de force

- Combination of new and existing technologies (E-prop concept developed by D&A Electric)
- Environmentally friendly catalysers (SCRT® system)
- 4x Volvo Penta D16, 6 cylinders, 500 kW derived directly from the automotive industry
- Low maintenance costs for diesel engines and generator engines
- All energy consumption is regulated by a fully automatic power management system

2 electrically driven, height-adjustable propellers (L-drives). When the ship is free of cargo, there is no need for ballast, thereby ensuring maximum efficiency for the propellers

Propulsion is driven by four generators, which are controlled by a fully automatic power management system

Double-walled tanks for increased safety

Load: 6,752 tonnes/7,145 cubic metres of product (the equivalent of 7,145,000 cartons of milk)



Cooling system



Motor for propulsion



Operation of power management system



State-of-the-art wiring



### Contact

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