MARINE HOSES
FLOATING & SUBMARINE

Perkenside

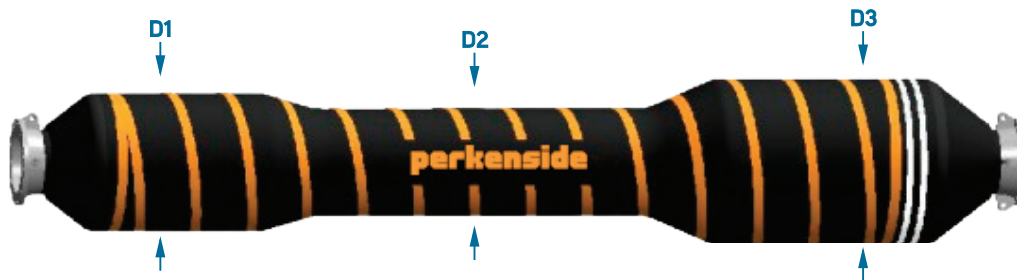Hoses for offshore oil loading and discharge operations

FLOATING DOUBLE CARCASS 15 bar 7000 Series

Double Leak Detection System

Double carcass hose developed and tested for offshore mooring applications

Type 7650F **Tanker Rail Hose**

Nominal Bore (mm)	Outside Diameter (mm)				Weight in Air Empty (kg) / Weight in Air Full of Sea Water (kg)			Minimum Bending Radius (m)
	D1 End	D2 Body	D3 End		9.1m (30ft)	10.7m (35ft)	12.2m (40ft)	
150 (6")	520	355	570	-	849 / 1018	951 / 1150	1045 / 1272	0,6
200 (8")	585	470	640	-	1152 / 1448	1296 / 1644	1431 / 1828	0.8
250 (10")	705	530	755	-	1466 / 1920	1646 / 2180	1815 / 2424	1.0
300 (12")	780	595	890	-	1919 / 2587	2157 / 2943	2379 / 3275	1.2
400 (16")	930	745	1095	-	2554 / 3640	2870 / 4147	3165 / 4621	1.6
500 (20")	1100	855	1315	-	3248 / 4971	3657 / 5683	4039 / 6349	2.0

– Double Carcass Hose **perkenside** SAFE Tanker Rail for use to connect the ship's manifold and the floating hose string

– Identified by a double circumferencial white bands at the tanker end

– This hose is extremely flexible to support the curvature demanded during offloading

– The fittings hose are welded lifting lugs to attach pick-up and snubbing chains

– Each lug are tested to support Safe Working Loads as follow:
6" = 40 kN   8" = 50 kN   10" = 70 kN
12" = 100 kN   16" = 150 kN   20" = 200 kN

– Rated Working Pressure: 15 bar

– Minimum Bending Radius: 4D (up to 2D without any permanent deformation)

– Minimum Reserve Buoyancy: 20% including the weight of ancillary equipment or as requested

– Electrical Continuity: Discontinuous or as requested

– Leak Detection: In case of failure of the primary carcass, a double leak detection system (DDEMAS - Double Detection Expansion and Mechanical Anti-Pollution System), confirms the failure of the primary carcass. It's operation combines the natural expansion of the secondary carcass with a change in the hose profile and an increase on its buoyancy, futhermore a rod installed in each hose end that is inicially embedded will become visible after the burst of the primary carcass giving additional confirmation of the failure