Title (en)

NATURAL GAS LIQUEFACTION VESSEL

Title (de)

SCHIFF FÜR ERDGASVERFLÜSSIGUNG

Title (fr)

NAVIRE DE LIQUÉFACTION DE GAZ NATUREL

Publication

EP 3374257 A1 20180919 (EN)

Application

EP 17738888 A 20170112

Priority

- US 201662277617 P 20160112
- US 2017013078 W 20170112

Abstract (en)

[origin: WO2017123679A1] A natural gas liquefaction vessel including an increased deadweight tonnage, as compared to a liquefied natural gas carrier (LNGC) of a comparably-sized ship, is achieved by reducing the LNGC's cargo capacity. This difference creates room on the port and starboard sides of cargo tanks to increase the size of the adjacent wing tanks. The increased size of the wing tanks occupy the space created by the reduced cargo tank size of the vessel and may- support a larger upper trunk deck. The ballast wing tanks and smaller cargo tanks increase the deadweight available. With this approach, the larger upper trunk deck of the vessel is able to support an efficient floating liquefaction plant that improves the LNG value chain because it is capable of producing 2.0 - 3.0 MTPA in the footprint of a standard vessel hull, such as for example a Q-Max hull

IPC 8 full level

B63B 25/16 (2006.01); **B63J 3/02** (2006.01); **F25J 1/00** (2006.01)

CPC (source: EP KR US)

B63B 3/48 (2013.01 - EP US); **B63B 3/52** (2013.01 - EP US); **B63B 3/70** (2013.01 - EP US); **B63B 11/02** (2013.01 - EP US); **B63B 25/08** (2013.01 - US); **B63B 25/16** (2013.01 - EP KR US); **B63J 2/14** (2013.01 - US); **B63J 3/02** (2013.01 - KR); **F25J 1/0022** (2013.01 - EP KR US); **F25J 1/0259** (2013.01 - EP US); **F25J 1/0277** (2013.01 - US); **F25J 1/0278** (2013.01 - EP US); B63B 2025/087 (2013.01 - US); B63B 2035/448 (2013.01 - EP US); F25J 2220/60 (2013.01 - US); F25J 2290/72 (2013.01 - KR)

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