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OPERATIONAL FLEXIBILITY FOR MEMBRANE TYPE LNG FUELLED VESSELS

For LNG fuelled ships, LNG fuel tanks installed onboard will have a design pressure mandated by the IMO IGF Code. For the Membrane-type technology tanks, the maximum pressure is set at 0.7 barg. In order to gain more operational flexibility, GTT has developed a system of tank that enables the pressure to go beyond, up to 2 barg. This poses technical and regulatory challenges. Bureau Veritas, as a leading classification society, has worked together with GTT on the regulatory aspects.
For a shipowner / shipoperator, offering an increased pressure rating will bring several advantages:
•An increased holding time (with and without gas consumption).
•More flexibility with regards to high transfer rates and vapour return management,
•Minimise risk of wasting BOG during low consumption phase or venting BOG in case of emergency situations.
•The ability to bunker LNG with warmer temperatures (from "lower quality" supply chain) when necessary.
This paper is presented by GTT and BUREAU VERITAS and will go through the technical studies required to increase Mark III LNG fuel tank pressure ; will detail the intricacies of the associated regulatory approval process, and will present the category of ships for which this technological feature can be applied, with a focus on recent developments on 1barg for medium and large-size LNG fuel tank

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