Reference list
Marine LNG fuel systems
Cryonorm Marine LNG Fuel Systems for inland and seagoing ships independent from engine suppliers

The use of liquefied natural gas (LNG) as a marine fuel has taken on added significance as a result of the IMO's stringent requirements concerning emissions from ships. With the current growing demand for LNG as fuel for propulsion more and more LNG Fuel Systems are needed.

The transition to LNG in the shipping industry is fully put in motion. Worldwide transport policy is focused to improve the efficiency and sustainability of transport. In order to achieve the new limits of emissions the shipping industry is looking for new, more sustainable fuels and technologies. LNG is considered one of the most economical and realistic solution as it’s the cleanest fossil fuel on earth., LNG as a fuel offers significant environmental advantages over well-known traditional fuels for ships. LNG powered ships readily comply with the highest emission standards.

The main advantages of using LNG as fuel are:
- Lowering emissions
- Reduction on fuel costs and ship operational costs
- Noise reduction
- Cleaner engine rooms

CRYONORM MARINE LNG FUEL SYSTEMS CONSIST OF:
- Marine Class Approved systems, built according current rules and regulations such as IMO IGC / IGF and applicable class requirements.
- Full engineering of the complete LNG Fuel System from process engineering up to the operating and maintenance manual
- Fabrication of the complete LNG Fuel System that consist of: bunker stations, LNG Fuel tank, Tank Connection Space, LNG Vaporization, Gas processing, water-glycol skid, control, monitoring and ESD Systems
- Supply of double walled LNG/NG piping to class requirements
- Installation supervision and commissioning of the LNG system onboard the ship.
- Assistance during first Gas trial, first cool-down, first fill of LNG
- Training, after sales services and spare parts
- Guaranteed gas flow, temperature and pressure towards ship engine(s) GVU

Cryonorm Marine LNG Fuel Systems are applicable for both seagoing and inland waterway, new-build or retrofit, 100% full natural gas propulsion or dual Fuel propulsion ships.
#1: ms. Argonon – Deen Shipping (40m$^3$ LNG tank)

#2/3: ms. Green Rhine/ Greenstream - Interstream Barging (2x 40m$^3$ LNG tank)
#4/5: Ms. Coral Sticho / Coral Star – Anthony Veder (2x 100m³ tank)
#6: ms. Eiger-Danser Containerline (60m³ LNG tank)

#7: ms. Abel Matutes of Balearia (30m³ LNG)
#8/9: ms. Greenland / Ireland Erik Thun (140m³ LNG tank – vertical)

#10: ms. Greenports 1 Bremen Port (2x7m³ LNG tank)
#11: ms. RPG Stuttgart (first of series of 15), Plouvier (60m$^3$ LNG tank)

#26: ms. Ecodelta, van der Kamp (325 m$^3$ LNG tank)
#28: ms. Werkendam, van Oord (38 m³ LNG tank): sailing since March 2018

#29: ms. Samuel de Champlain, Dragages Ports
(2x170 m³ LNG tank)
#30: Upgrade the Abel Matutes to LNG Propulsion:  
2x 178m³ LNG Fuel Tanks on deck 8

#31: Cement carrier nr. 3 Ferus Smit-Erik Thun: 1x 200m³ LNG tank vertical in ship bow
SMALL SCALE LNG PLANTS & SYSTEMS

Marine fuel

LNG/L-CNG fueling

Liquefaction

Marine bunkering

Regas

CRYONORM SYSTEMS BV
WEB: WWW.CRYONORM.COM
MAIL: SALES@CRYONORM.COM