



Safe Bunker – An evolutionary step in bunker ship design

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As we move into the third decade of the 21st century the LNG bunkering industry has seen significant growth and maturity, a trend which is expected to continue throughout the decade and beyond. This is achieved largely due to concerted efforts of the industry with regulatory bodies, equipment makers and academia, and have resulted in significant improvements in the design and operation of modern merchant ships, and in this case liquified gas carriers.



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The ability to configure ships in alternative (often unconventional) ways and confidently predict their performance has led investors and traders to explore new markets and seek solutions which are fit-for-purpose, versatile and cost-effective. These three elements permeate every design concept of a floating asset and bunker ships are no exemption. With the introduction of LNG as a viable alternative fuel in shipping for the foreseeable future, the need to revise the traditional bunker ship design to service diverse vessel types is due.





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With particular reference to the cruise sector, the industry has come to realise that the available bunker vessels of today have limited capability to avoid side contact with the luxury liners whilst delivering fuel. Such contact inevitably will result to damage on the paintwork and potential dents on the plating which are simply not acceptable. The solution to this problem should not only guarantee delivery of LNG bunker in a safe and efficient manner but should also eliminate the contact with the receiving vessel.

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In response to the challenges of vessel interaction in the cruise ship sector the concept of *SAFE Bunker* has been developed. This is an LNG bunker vessel of payload capacity of 7,500 m³ in 2C type tanks, with offset accommodation. The vessel is designed with dual fuel diesel electric engines and podded propulsors in the bow and the stern. The pods can also be utilised for dynamic positioning (DP) during refuelling operations. The location of the cargo control room (at the top of the accommodation block) in combination to the DP capability can potentially offer the solution to the rather pertinent issue of LNG bunkering of cruise liners. Although *SAFE Bunker* pushes the boundaries of the current regulatory framework, it received approval in principle by ABS in October 2019.



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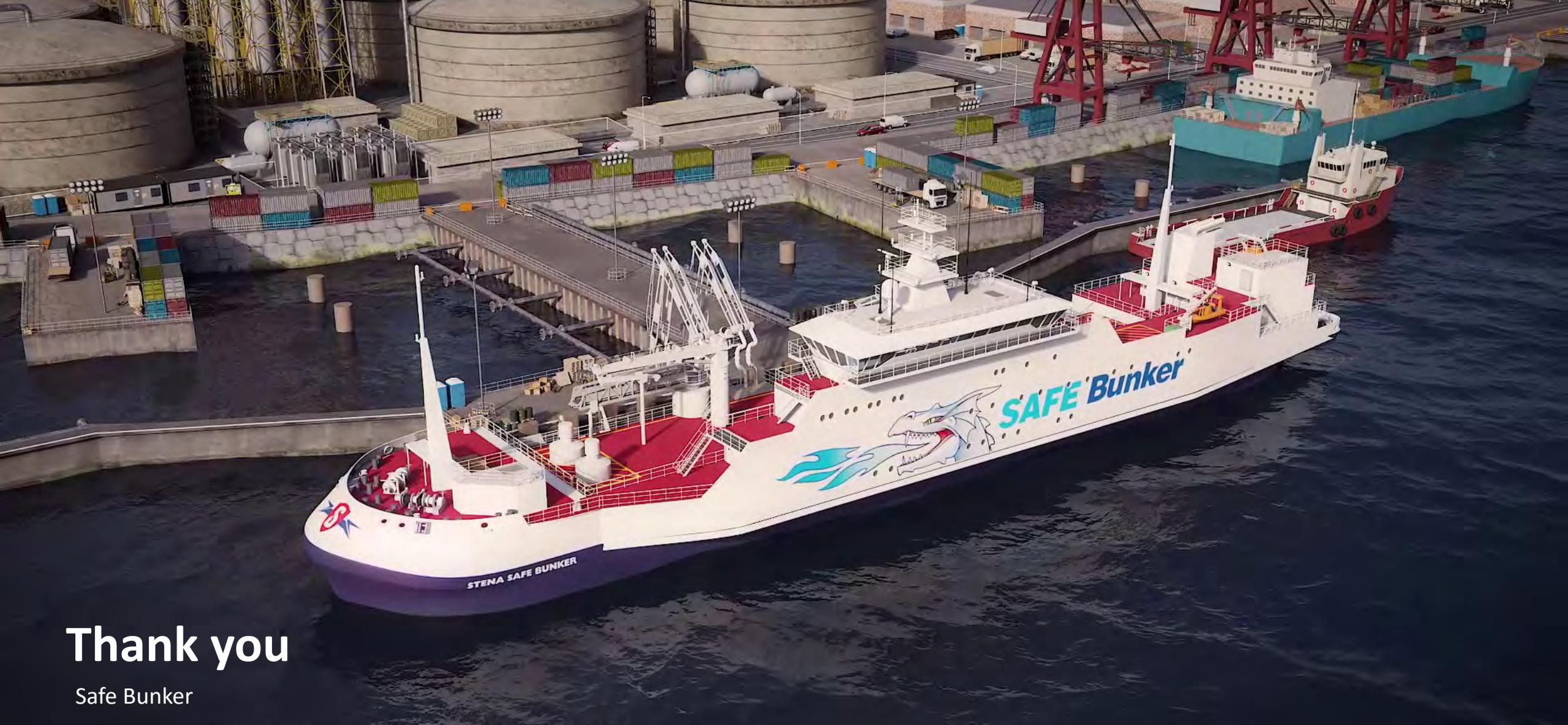
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Thank you

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