

Unveiling advanced

BW Gas's newly-built LNG vessels use breakthrough propulsion technology that increases fuel efficiency and cargo capacity for customers.

Diesel electric propulsion has been gaining popularity over the past five years. Steam turbines were – and still are – commonly used to propel liquefied natural gas (LNG) carriers, with their well-proven reliability and ease with which they can burn boil-off gas while at sea. But now diesel electric technology has been adopted by many shipping companies, improving fuel efficiency, reducing engine space and thereby increasing cargo capacity.

BW Gas and Daewoo Shipbuilding & Marine Engineering (DSME) bring this technology to the next



technology

level with two new LNG vessels. Constructed for GDF SUEZ in the framework of a long-term charter contract, BW GDF SUEZ Brussels and BW GDF SUEZ Paris are owned and operated by BW Gas.

The ships are powered by a Tri-Fuel Diesel Electric (TFDE) propulsion system with twin screws and skegs, making them two of the most fuel efficient and environment-friendly vessels built to date. They will form the template for future newbuildings for DSME. DSME

has already received orders for more vessels with the same type of engine configuration.

The ships are also the largest LNG carriers in the fleets of both GDF SUEZ and BW Gas, with an overall length of 295 metres and design draft of 11.5 metres. The service speed is 19.5 knots and the cargo carrying capacity is 162,400 m³.

The other 11 LNG carriers delivered from DSME for BW Gas all had steam propulsion. The benefits of the diesel-electric propulsion plant over a steam-turbine power plant are balanced with the need for closer monitoring and maintenance of the cylinders and pistons. However, BW Gas is now able to provide LNG carriers with different propulsion methods, giving the company more flexibility in responding to broad-ranging customer requirements.

The vessels are expected to be used to take cargoes from Yemen LNG where GDF SUEZ has a contract to buy 2.55 millions of tons of LNG per annum. From the first quarter of 2010, BW GDF SUEZ Brussels will be used as Floating Storage Unit (FSU) for three years for the Group's fast-track LNG receiving terminal project in Mejillones, Chile.

On 24 July, more than 90 guests observed the naming ceremony held at Busan, Korea, including BW Group CEO Andreas Sohlen-Pao and BW Senior Vice President for Strategy & Projects, Sverre Prytz. The sponsor for BW GDF SUEZ Paris is Mrs Anne Colonna, wife of Jean-Luc Colonna, Senior Vice President, LNG, GDF SUEZ. Mrs Chantal Olivier, wife of Philip Olivier, President & CEO, GDF SUEZ Global LNG (UK) Ltd, is the sponsor for BW GDF SUEZ Brussels.

During the ceremony, Sohlen-Pao said: "New technologies, like new babies, bring multiple joys and benefits, but also some new learning and some new costs. In this we feel very fortunate to have two flexible and understanding partners who are willing to share in the ups and downs of a new technology that one side has chosen and another side has built. It is in fact this characteristic of flexible and collaborative partnership that has made the historical relationship so good between BW and GDF Suez, and between BW and DSME." ●

PARTNERS From left: Andreas Sohlen-Pao; Doris Sohlen-Pao; Jean-Luc Colonna (Senior Vice President, LNG, GDF SUEZ); Anne Colonna (lady sponsor for BW GDF SUEZ Paris); Sang-Tae Nam (President & CEO, DSME); Chantal Olivier (lady sponsor for BW GDF SUEZ Brussels); Philip Olivier (President & CEO, GDF SUEZ Global LNG (UK) Ltd).

