

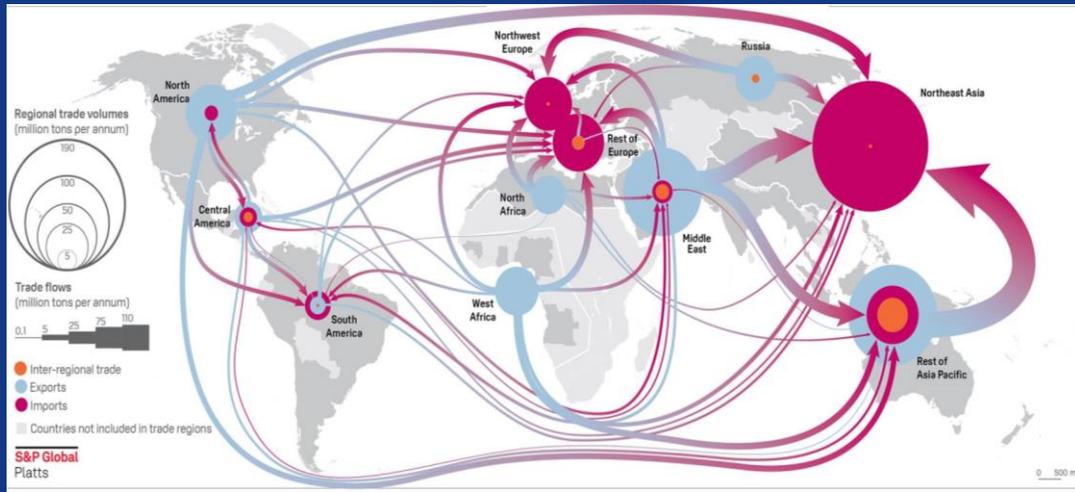


Selecting the right cargo containment system

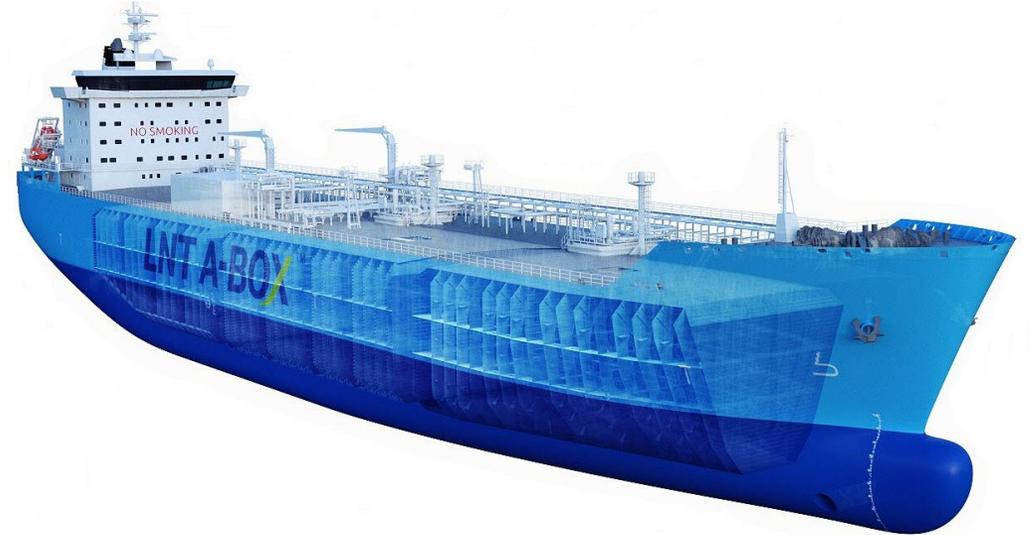
Gas Carriers Webinar Week
Wednesday 17 June

Kjetil Sjølie Strand
CEO, LNT Marine

What are the needs of LNG shipping going forward - and how to solve these needs?



- There will be more diversity in capacity to serve new trade routes and terminals
- Partial discharge and sailing with partially loaded tanks will be required
- Ship-to-ship (STS) operations to floating terminals and smaller ships will be required
- Energy efficiency and low carbon footprint



- More shipyards capable of building LNG carriers
- More flexible design and size classes for ships
- Tank systems mitigating sloshing allowing operation with partially loaded tanks
- Lowest possible boil-off rates
- Reasonable CAPEX

Our proposition – LNT A-BOX®

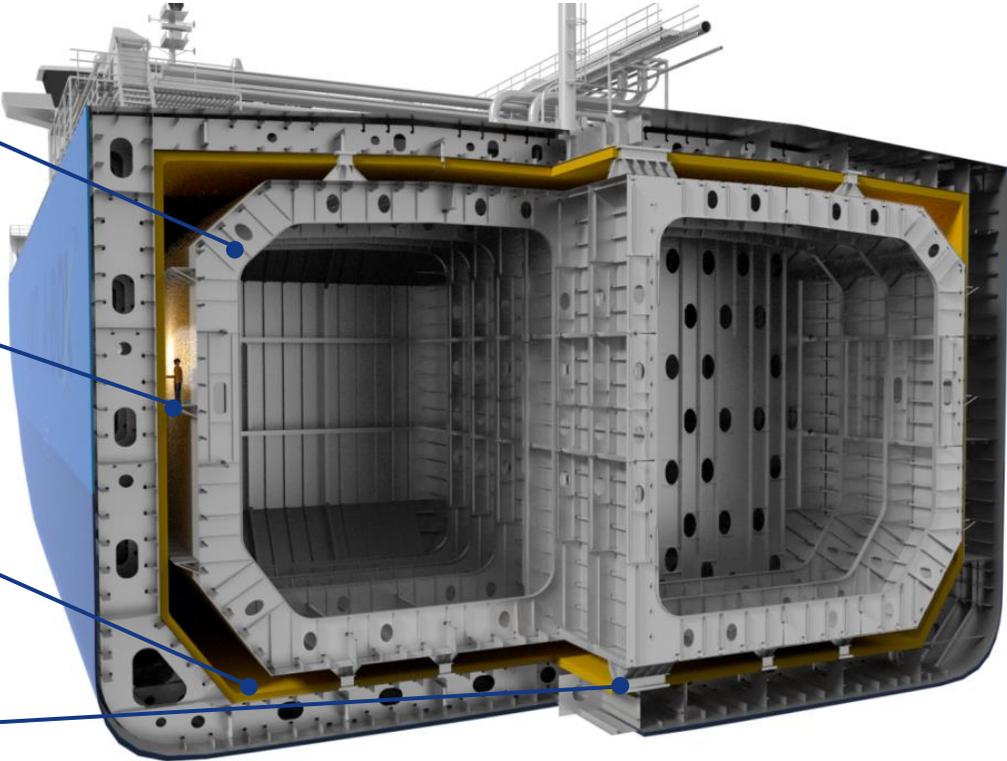
An un-insulated IMO independent tank type A in an insulated hold space.

Primary barrier:
Self-supporting IMO independent tank type A

Interbarrier space:
Accessible space between tank and insulation

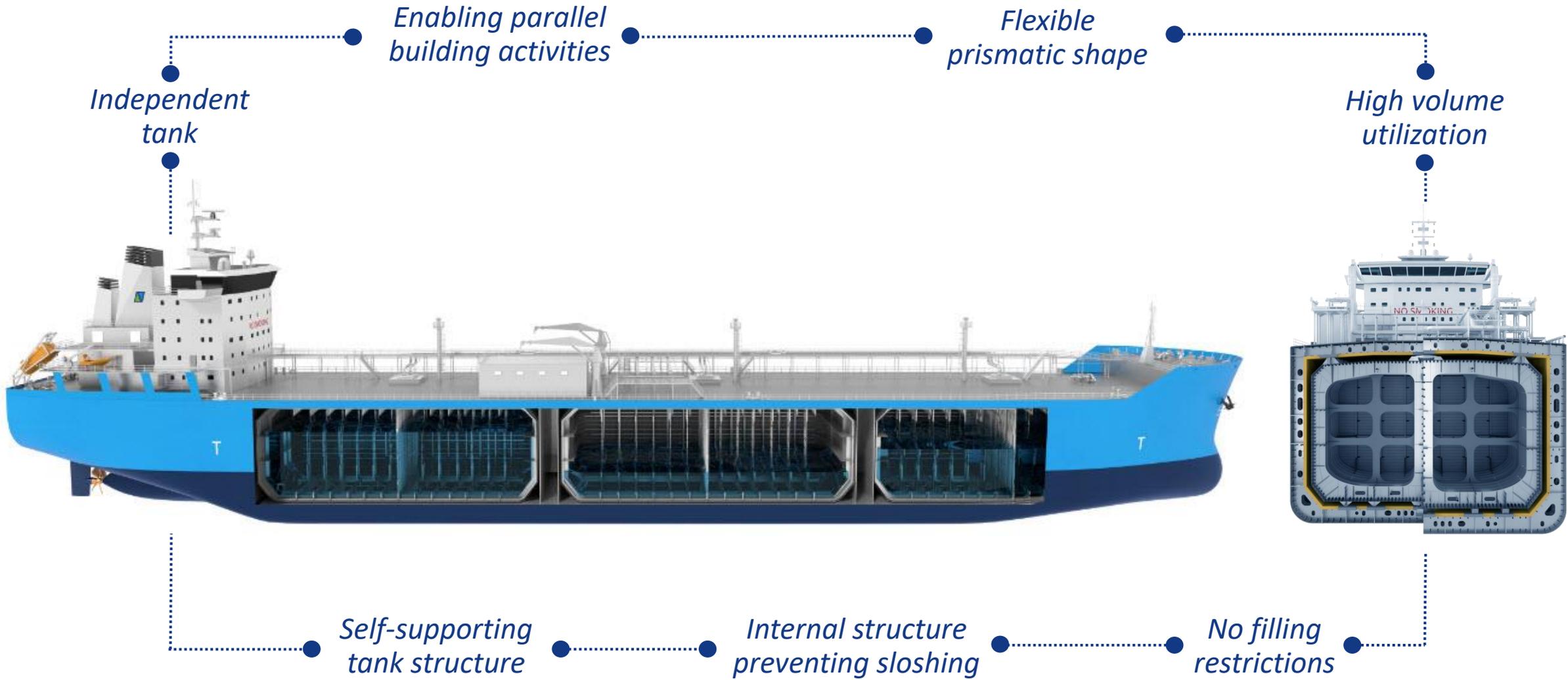
Secondary barrier:
Insulation with liquid tight secondary barrier

Cargo tank support:
Preventing bodily movement of the tank



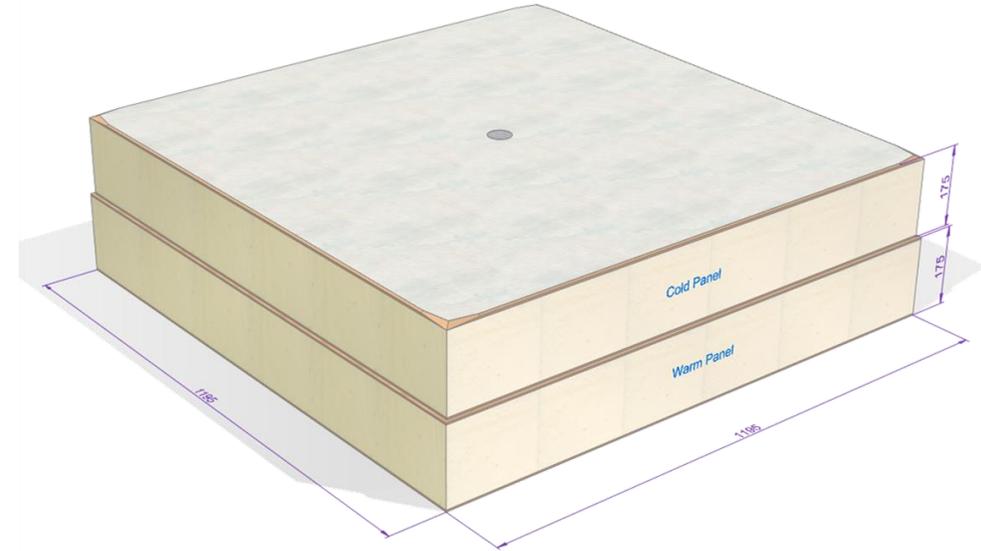
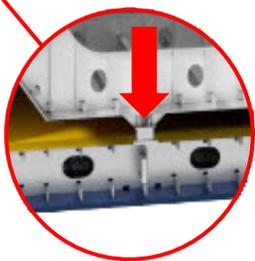
LNT A-BOX®
Robust | Flexible | Efficient

Tank type A offers the simplest design & construction – key features



Insulation & secondary barrier – BOR and CAPEX

- For LNT A-BOX[®], the insulation system is not exposed to cargo loads and sloshing.



- Low density foam for optimized thermal performance, gives low BOR and also low weight and low CAPEX.
- Pre-manufactured PU panels which are secured to the hull with a single stud-bolt in centre.
- A flexible system offering simple installation and reasonable tolerance requirements

LNT A-BOX[®] is a flexible system suitable for various sizes and applications



THANK YOU

LNT Marine

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