



Six Suezmax tankers future-proofed thanks to Bureau Veritas' GAS-PREPARED notation

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Neuilly-sur-Seine, France, September 08, 2016 - Leading international classification society Bureau Veritas is to grant **GAS-PREPARED notation** to six Suezmax tankers under construction for Dynacom Tankers Management. The oil tanker specialist is the first shipowner to future-proof its vessels by applying for the notation.

The 157,000 dwt tankers will measure 274.3 meters in length, with a beam of 48 meters and depth of 23.2 meters. They are being built at New Times Shipbuilding in China, with delivery expected in 2017 and 2018.

The **GAS-PREPARED notation** sets out requirements for ships which are designed and fitted out for dual-fuel or LNG fuel propulsion, but which are not initially intended to use gas as a fuel. It provides owners with the flexibility to convert easily to dual fuel or LNG fuel propulsion in the future.

Jean-François Segretain, Marine & Offshore Technical Director, Bureau Veritas said: "Using natural gas as fuel enables owners to comply with the requirements of Emission Control Areas in North America and Europe, and can be cost-effective in the long term. In publishing the GAS-PREPARED notation, Bureau Veritas sought to provide owners with the ability to switch to LNG in the future when market conditions are right.

Applying for GAS-PREPARED is an important step in future-proofing a new vessel and we look forward to working with Dynacom, the first owner in the market to choose this solution."

Bureau Veritas' **Rule Note NR 627 Gas-Prepared Ships**, published in late 2015, sets out how the initial design of the ship is to take into account the necessary spaces or zones to accommodate the following installations:

- LNG bunkering station
- LNG storage tanks
- Fuel gas handling system
- Ventilation systems
- GVU
- GCU, where required by NR529
- Vent mast.

Vessels meeting the standards are awarded the notation **GAS-PREPARED**. The notation may be modified with the addition of:

- **S** when specific arrangements are implemented for the ship structure
- **P** when specific arrangements are implemented for piping
- **ME-DF** when the main engine(s) is (are) of the dual-fuel type
- **AEB** when the auxiliary engines and oil-fired boilers are either of the dual fuel type, or designed for future conversion to dual fuel operation.

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