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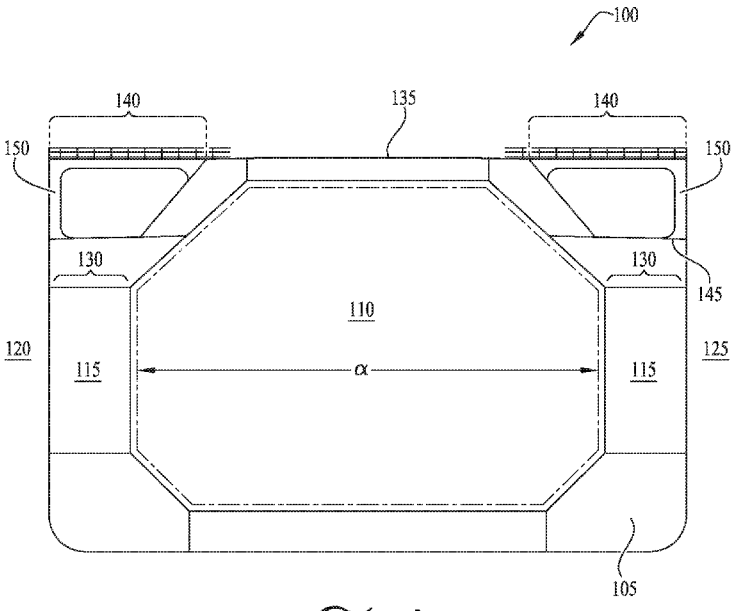

Fig. 1

(57) Abstract: A natural gas liquefaction vessel including an increased deadweight tonnage, as compared to a liquefied natural gas carrier (LNGC) of a comparably-sized ship, is achieved by reducing the LNGC's cargo capacity. This difference creates room on the port and starboard sides of cargo tanks to increase the size of the adjacent wing tanks. The increased size of the wing tanks occupy the space created by the reduced cargo tank size of the vessel and may- support a larger upper trunk deck. The ballast wing tanks and smaller cargo tanks increase the deadweight available. With this approach, the larger upper trunk deck of the vessel is able to support an efficient floating liquefaction plant that improves the LNG value chain because it is capable of producing 2.0 - 3.0 MTPA in the footprint of a standard vessel hull, such as for example a Q-Max hull

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