CLAIMS:

1. A watercraft comprising a diesel fuel tank for fuelling general shipping requirements of the watercraft such as motoring from one location to another, wherein the watercraft additionally has a CNG pressure vessel thereon for storing CNG therein, said CNG being useable by the watercraft, from the pressure vessel, for powering an engine for coastal manoeuvering of the watercraft.~~,~~

wherein there are two engines onboard the watercraft – one for running on diesel and the other for running on the CNG.

~~2. The watercraft of claim 1, wherein the engine is a duel fuel engine.~~

~~3. The watercraft of claim 2, wherein the engine is capable of running in a first configuration on diesel from the diesel fuel tank, and in a second configuration on CNG from the pressure vessel.~~

~~4. The watercraft of claim 1, wherein there are two engines onboard the watercraft – one for running on the diesel and the other for running on the CNG.~~

~~5~~2. The watercraft of ~~any one of the preceding~~ claim 1~~s~~, the watercraft being a ship for carrying cargo.

~~6~~3. The watercraft of claim ~~5~~2, wherein the cargo includes one or more of CNG, containers and oil.

~~7~~4. The watercraft of any one of the preceding claims ~~1 to 4~~, the watercraft being a passenger ferry.

~~8~~5. The watercraft of any one of claims 1 to ~~4~~ 3, the watercraft being a CNG tanker comprising a plurality of pressure vessels for the transportation and distribution of CNG between the locations.

~~9~~6. The watercraft of claim ~~5~~8, wherein the pressure vessel for supplying the engin~~g~~e with CNG as fuel is one of the plurality of pressure vessels.

~~10~~7. The watercraft of claim ~~8~~5, wherein the pressure vessel for supplying the engin~~g~~e with CNG as fuel is a dedicated pressure vessel, or a dedicated set of pressure vessels.

~~11~~8. The watercraft of any one of the preceding claims, wherein the CNG is stored within the pressure vessel or pressure vessels at mean storage pressure in excess of 200 bar.

~~12~~9. A method of powering a ship at a dockside comprising running an engine of the ship, the engine being CNG powered from on-board stored CNG, the engine being hooked up to an alternator/generator for producing the electrical energy demands of the ship~~.~~.

wherein the ship comprises two engines – one for running on diesel and the other for running on the CNG.

~~13~~10. The method of claim ~~12~~9, wherein the CNG is stored in one or more pressure vessel onboard the ship.

~~14~~11. The method of claim ~~13~~10, wherein the pressure vessel(s) are formed using composite materials, and comprise type 3 or type 4 pressure vessels.

~~15~~12. The method of claim ~~13~~ 10 or claim ~~14~~11, wherein the pressure vessel(s) are at least 15m long and at least 2m diameter.

~~16~~13. A method of providing propulsion on a watercraft according to any one of claims 1 to ~~11~~8, comprising powering one of the engines of the watercraft by burning CNG stored on the watercraft when the watercraft is undertaking coastal manoeuvering, and using ~~a different powersource~~the diesel engine for longer range journeys.

~~17. The method of claim 16, wherein the different power source is diesel and a diesel engine.~~

CLAIMS:

1. A watercraft comprising a diesel fuel tank for fuelling general shipping requirements of the watercraft such as motoring from one location to another, wherein the watercraft additionally has a CNG pressure vessel thereon for storing CNG therein, said CNG being useable by the watercraft, from the pressure vessel, for powering an engine for coastal manoeuvering of the watercraft,

wherein there are two engines onboard the watercraft – one for running on diesel and the other for running on the CNG.

2. The watercraft of claim 1, the watercraft being a ship for carrying cargo.

3. The watercraft of claim 2, wherein the cargo includes one or more of CNG, containers and oil.

4. The watercraft of any one of the preceding claims, the watercraft being a passenger ferry.

5. The watercraft of any one of claims 1 to 3, the watercraft being a CNG tanker comprising a plurality of pressure vessels for the transportation and distribution of CNG between the locations.

6. The watercraft of claim 5, wherein the pressure vessel for supplying the engine with CNG as fuel is one of the plurality of pressure vessels.

7. The watercraft of claim 5, wherein the pressure vessel for supplying the engine with CNG as fuel is a dedicated pressure vessel, or a dedicated set of pressure vessels.

8. The watercraft of any one of the preceding claims, wherein the CNG is stored within the pressure vessel or pressure vessels at mean storage pressure in excess of 200 bar.

9. A method of powering a ship at a dockside comprising running an engine of the ship, the engine being CNG powered from on-board stored CNG, the engine being hooked up to an alternator/generator for producing the electrical energy demands of the ship,

wherein the ship comprises two engines – one for running on diesel and the other for running on the CNG.

10. The method of claim 9, wherein the CNG is stored in one or more pressure vessel onboard the ship.

11. The method of claim 10, wherein the pressure vessel(s) are formed using composite materials, and comprise type 3 or type 4 pressure vessels.

12. The method of claim 10 or claim 11, wherein the pressure vessel(s) are at least 15m long and at least 2m diameter.

13. A method of providing propulsion on a watercraft according to any one of claims 1 to 8, comprising powering one of the engines of the watercraft by burning CNG stored on the watercraft when the watercraft is undertaking coastal manoeuvering, and using the diesel engine for longer range journeys.