

【DESCRIPTION】**【Invention Title】****FUEL SUPPLY SYSTEM AND METHOD FOR SHIP ENGINE****【Technical Field】**

[1] The present invention relates to a fuel supply system and method for a ship engine, and, more particularly, to a fuel supply system and method for a ship engine in which LNG is delivered from an LNG storage tank of a ship to a high-pressure pump by a submerged pump and then pressurized to a high pressure by high-pressure pump, followed by re-gasifying the LNG pressurized by the high-pressure pump and supplying the re-gasified LNG to the ship engine, wherein LNG upstream of the high-pressure pump is returned to the LNG storage tank to secure a minimum flow rate of the submerged pump, and a flow rate of LNG to be returned is regulated to control a temperature of LNG in front of the high-pressure pump, thereby preventing boil-off gas from flowing into the high-pressure pump.

【Background Art】

[2] Recently, consumption of liquefied gas such as liquefied natural gas (LNG) and liquefied petroleum gas (LPG) has been rapidly increasing worldwide.

[3] In particular, liquefied natural gas (hereinafter, "LNG") is an eco-friendly fuel with low emission of air pollutants during combustion and is increasingly used in various fields.

[4] LNG is a colorless transparent liquid which can be obtained by cooling natural gas containing methane as a main component to about -162°C and has a volume of about 1/600 that of natural gas. Thus, liquefaction of natural gas into LNG enables very efficient transportation of natural gas. For example, LNG carriers are used to transport (carry) LNG by sea.

[5] As international and domestic regulation standards for ships become increasingly strict, there is growing interest in eco-friendly high-efficiency fuels for ships. Particularly, a dual fuel diesel electric engine (DFDE) that can be fueled by a

gas generated by natural or forced evaporation of LNG was developed and put into use.

[6] Such a ship fueled by LNG is referred to as an LNG fueled ship (LFS). With tightened international emission standards for ships and stabilization of LNG prices, consumption of LNG as a marine fuel is expected to increase.

【Disclosure】

【Technical Problem】

[7] Embodiments of the present invention seek to provide a system for supplying LNG to a ship engine as fuel, which can prevent system failure, thereby enabling smooth fuel supply.

【Technical Solution】

[8] In accordance with one aspect of the present invention, a fuel supply system for a ship engine includes: a submerged pump disposed in an LNG storage tank of a ship and supplying LNG to the ship engine;

[9] a high-pressure pump receiving LNG from the submerged pump and pressurizing the LNG to a high pressure; and

[10] a return channel for returning LNG upstream of the high-pressure pump to the LNG storage tank to secure a minimum flow rate of the submerged pump,

[11] wherein the return channel is branched at a point closer to the high-pressure pump than the submerged pump and wherein a flow rate of LNG returned through the return channel is regulated to control a temperature of LNG in front of the high-pressure pump to suppress generation of boil-off gas at the front end of the high-pressure pump.

[12] Preferably, the fuel supply system further includes: a flow control valve disposed in the return channel; a flow controller controlling a flow rate of LNG returned to the LNG storage tank to secure a minimum flow rate of the submerged pump; and a temperature controller detecting a temperature of LNG in front of the high-pressure pump and controlling the flow rate of LNG returned to the LNG storage tank to maintain the temperature of LNG in front of the high-pressure pump below a liquefaction temperature of LNG, wherein the flow control valve controls the flow rate of LNG returned to the LNG storage tank under control of the flow

controller and the temperature controller.

[13] Preferably, the fuel supply system further includes: a fuel supply channel for supplying LNG from the LNG storage tank to the engine; and a vaporizer disposed in the fuel supply channel, re-gasifying pressurized LNG from the high-pressure pump, and supplying re-gasified LNG to the engine.

[14] Preferably, the engine is a high-pressure gas injection engine fueled by a high-pressure gas compressed to a high pressure of 150 bar to 400 bar.

[15] Preferably, the LNG storage tank is a pressure-resistant tank and has a design pressure set to retain BOG or flash gas generated in the pressure-resistant tank during operation of the ship.

[16]

[17] In accordance with another aspect of the present invention, a fuel supply method for a ship engine includes: delivering LNG from an LNG storage tank of a ship to a high-pressure pump by the submerged pump; pressurizing the LNG to a high pressure by the high-pressure pump; re-gasifying the LNG pressurized by the high-pressure pump; and supplying the re-gasified LNG to the ship engine, wherein LNG upstream of the high-pressure pump is returned to the LNG storage tank to secure a minimum flow rate of the submerged pump, and a flow rate of LNG to be returned is regulated to control a temperature of LNG in front of the high-pressure pump below a liquefaction temperature of LNG to suppress generation of boil-off gas at the front end of the high-pressure pump, and wherein the return flow is branched at a point closer to the high-pressure pump than the submerged pump.

[18] Preferably, the flow rate of LNG returned to the LNG storage tank is regulated to maintain the temperature of LNG in front of the high-pressure pump below a liquefaction temperature of LNG.

[19] Preferably, the engine is a high-pressure gas injection engine fueled by a high-pressure gas compressed to a high pressure of 150 bar to 400 bar.

【Advantageous Effects】

[20] Embodiments of the present invention provide a fuel supply system for a ship engine in which LNG is delivered from an LNG storage tank of a ship to a high-pressure pump by a submerged pump and then pressurized to a high pressure by high-

pressure pump, followed by re-gasifying the LNG pressurized by the high-pressure pump and supplying the re-gasified LNG to the ship engine, wherein LNG upstream of the high-pressure pump is returned to the LNG storage tank to secure a minimum flow rate of the submerged pump, and a flow rate of LNG to be returned is regulated to control a temperature of LNG in front of the high-pressure pump. Since LNG in front of the high-pressure pump can remain supercooled through control of the flow rate of LNG returned to the LNG storage tank, it is possible to prevent boil-off gas from flowing into the high-pressure pump, thereby preventing system failure and enabling smooth fuel supply.

【Description of Drawings】

[21] Fig. 1 is a diagram of an exemplary system for supplying LNG to a ship engine.

[22] Fig. 2 is a schematic diagram of a fuel supply system for a ship engine according to one embodiment of the present invention.

[23] Fig. 3 is a diagram of a modification of the fuel supply system for a ship engine of Fig. 2.

【Best Mode】

[24] The above and other aspects, features, and advantages of the present invention will become apparent from the detailed description of the following embodiments in conjunction with the accompanying drawings.

[25] Hereinafter, exemplary embodiments of the present invention will be described in detail with reference to the accompanying drawings. It should be noted that like components will be denoted by like reference numerals throughout the specification and the accompanying drawings.

[26]

[27] Fig. 1 is a diagram of an exemplary system for supplying LNG to a ship engine. In this system, LNG stored in a storage tank T is pumped to a high-pressure pump 20 provided in a supply channel L1 by a delivery pump 10. Then, the LNG

pressurized by the high-pressure pump 20 is re-gasified by a vaporizer 30 and supplied to a ship engine E as fuel. Here, in order to secure a minimum flow rate of the delivery pump 10, which is a submerged pump, the system is provided with a return channel L2 for returning LNG to the storage tank T. The amount of LNG returned to the tank through the return channel L2 may be regulated by controlling a valve 40 disposed in the return channel L2 through a flow controller 50 based on the amount of current consumed by the delivery pump 10.

[28] Fig. 2 is a schematic diagram of a fuel supply system for a ship engine according to one embodiment of the present invention, which is an improvement of the aforementioned fuel supply system.

[29] Referring to Fig. 2, a fuel supply system according to this embodiment includes a submerged pump 100 disposed in an LNG storage tank T of a ship and supplying LNG to an engine E of the ship, a high-pressure pump 200 receiving LNG from the submerged pump 100 and pressurizing the LNG to a high pressure, and a return channel RL for returning LNG upstream of the high-pressure pump 200 to the LNG storage tank T to secure a minimum flow rate of the submerged pump 100, wherein a temperature of LNG in front of the high-pressure pump 200 is controlled by regulating a flow rate of LNG returned through the return channel RL.

[30] Even when the flow rate of the submerged pump 100 meets the minimum flow rate requirement, LNG in front of the high-pressure pump 200 can vaporize, thereby generating boil-off gas, when there is a large amount of heat input from the outside. If the boil-off gas flows into the high-pressure pump 200, this may cause failure of the pump and eventually interruption of fuel supply to the engine E. In order to prevent such a problem, in this embodiment, the temperature of LNG in front of the high-pressure pump 200 is controlled by regulating the flow rate of LNG returned to the LNG storage tank T.

[31] The return channel RL branches off upstream of the high-pressure pump 200 as close as possible to the high-pressure pump 200, whereby a flow rate of LNG before the high-pressure pump 200 can be as high as possible, and temperature rise due to heat input from the outside can be reduced, thereby preventing generation of

boil-off gas.

[32] The return channel RL is provided with a flow control valve 300 to control the flow rate of LNG returned to the storage tank. The flow control valve 300 controls the flow rate of the LNG returned to the LNG storage tank T under control of a flow controller 310 and a temperature controller 320.

[33] The flow controller 310 controls the flow rate of LNG returned to the LNG storage tank T to secure a minimum flow rate of the submerged pump 100. The flow controller 310 may determine the flow rate of LNG required for securing the minimum flow rate of the submerged pump based on the amount of current consumed by the submerged pump 100.

[34] The temperature controller 320 detects the temperature of LNG in front of the high-pressure pump 200 and determines the flow rate of LNG returned to the LNG storage tank T required to lower the temperature LNG in front of the high-pressure pump 200 below a liquefaction temperature of LNG, that is, to allow LNG in front of the high-pressure pump 200 to remain supercooled.

[35] When LNG is returned to the LNG storage tank T and the amount of LNG supplied by the submerged pump 100 increases, temperature rise due to heat input from the outside is relatively suppressed, such that LNG in front of the high-pressure pump 200 can be prevented from vaporizing.

[36] The flow control valve 300 determines the higher of two output values obtained based on control signals from the flow controller 310 and the temperature controller 320 as a flow rate of LNG to be returned to the LNG storage tank T, thereby allowing LNG to be returned to the LNG storage tank T at the determined flow rate. That is, even when the flow rate of the submerged pump 100 signaled by the flow controller 310 is higher than the minimum flow rate, if the temperature of LNG in front of the high-pressure pump 200 is higher than a setting point, a flow rate of LNG returned to the storage tank T is increased based on the signal of the temperature controller 320, thereby allowing LNG in front of the high-pressure pump 200 to remain supercooled. For example, if the minimum flow rate of the submerged pump 100 is 5 m³/h and the temperature LNG in front of the high-

pressure pump 200 is higher than a setting point of -155°C , which is lower than a saturation temperature of LNG, the flow rate of LNG to be returned is increased, thereby allowing the temperature of LNG in front of the high-pressure pump 200 to be kept low.

[37] The fuel supply system according to the present invention may further include a control unit (not shown) receiving control signals from the flow controller 310 and the temperature controller 320 and controlling the flow control valve 300 based on the control signals.

[38] In addition to the high-pressure pump 200, a vaporizer 400 receiving and re-gasifying LNG pressurized by the high-pressure pump 200 and supplying the re-gasified LNG to the engine E is disposed in a fuel supply channel SL for supplying LNG from the LNG storage tank T to the engine E.

[39] In this embodiment, the engine E is a high-pressure gas injection engine that is fueled by a high-pressure gas compressed to a high pressure of 150 bar to 400 bar, and may be an engine for propulsion or power generation of the ship, for example, an ME-GI engine.

[40] An ME-GI engine is a 2-stroke high-pressure natural gas injection engine that was developed to reduce emissions of nitrogen oxide (NO_x) and sulfur oxide (SO_x) and can use gases and oils as fuel, and is fueled by a gas compressed to 150 bar to 400 bar.

[41] Such an ME-GI engine can reduce pollutant emissions by 23% for carbon dioxide, 80% for nitrogen compounds, and 95% for sulfur compounds, as compared with a diesel engine of equivalent power output.

[42] Thus, when an engine for propulsion or power generation using LNG as fuel is provided to the ship as in this embodiment, emission of air pollutants can be reduced.

[43] Since LNG pressurized to 150 bar to 400 bar by the high-pressure pump 200 to be supplied to the high-pressure gas injection engine is in a supercritical state, re-gasification of LNG by the vaporizer 400 does not mean that the LNG undergoes a phase change, but rather means that thermal energy is supplied to the LNG.

[44] In this embodiment, the LNG storage tank T is a pressure-resistant tank. Such a pressure-resistant tank may have a design pressure set to hold BOG or flash gas generated therein during operation of the ship. The design pressure of the pressure-resistant tank is set to a gauge pressure of 2 bar or higher, preferably 3 bar to 30 bar. In this embodiment, the pressure-resistant tank may be an independent storage tank, preferably an IMO C-type tank.

[45] When the LNG storage tank T is a pressure-resistant tank, the fuel supply system may further include a second engine E2 that is fueled by BOG generated in the LNG storage tank T. Fig. 3 is a diagram of a modification of the above embodiment, which further includes the second engine. The second engine E2 is a low-pressure gas engine that is driven at a lower pressure than the ship engine as described above, that is, the first engine E1. Thus, BOG can be supplied at a pressure required to operate the second engine using only the internal pressure of the LNG storage tank T without using a separate compressor.

[46] The second engine E2 may be, for example, a DF engine supplied with fuel gas at 3 bar to 20 bar. In addition, the fuel supply system may further include a BOG supply line BL for supplying BOG from the LNG storage tank T to the second engine and a heater 500 heating BOG.

[47]

[48] As described above, in the fuel supply system according to the present invention, LNG is delivered from an LNG storage tank of a ship to a high-pressure pump by a submerged pump and then pressurized to a high pressure by high-pressure pump, followed by re-gasifying the LNG pressurized by the high-pressure pump and supplying the re-gasified LNG to the ship engine E, wherein LNG upstream of the high-pressure pump 200 is returned to the LNG storage tank T to secure a minimum flow rate of the submerged pump 100, and a flow rate of LNG to be returned is regulated to control a temperature of LNG in front of the high-pressure pump 200, that is, to allow the LNG in front of the high-pressure pump 200 to remain supercooled below a liquefaction temperature of LNG.

[49] The ship engine E supplied with fuel through the high-pressure pump may

be a high-pressure gas injection engine that is fueled by a high-pressure gas compressed to a high pressure of 150 bar to 400 bar, for example, an ME-GI engine.
[50]

[51] Although the present invention has been described with reference to some embodiments in conjunction with the accompanying drawings, it should be understood that various modifications, changes, alterations, and equivalent embodiments can be made by those skilled in the art without departing from the spirit and scope of the invention.

【CLAIMS】**【Claim 1】**

A fuel supply system for a ship engine, comprising;
a submerged pump disposed in an LNG storage tank of a ship and supplying LNG to the ship engine;
a high-pressure pump receiving LNG from the submerged pump and pressurizing the LNG to a high pressure; and
a return channel for returning LNG upstream of the high-pressure pump to the LNG storage tank to secure a minimum flow rate of the submerged pump,
wherein the return channel is branched at a point closer to the high-pressure pump than the submerged pump and
wherein a flow rate of LNG returned through the return channel is regulated to control a temperature of LNG in front of the high-pressure pump to suppress generation of boil-off gas at the front end of the high-pressure pump.

【Claim 2】

The fuel supply system according to claim 1, further comprising:
a flow control valve disposed in the return channel;
a flow controller controlling a flow rate of LNG returned to the LNG storage tank to secure a minimum flow rate of the submerged pump; and
a temperature controller detecting a temperature of LNG in front of the high-pressure pump and controlling the flow rate of LNG returned to the LNG storage tank to maintain the temperature of LNG in front of the high-pressure pump below a liquefaction temperature of LNG;
wherein the flow control valve controls the flow rate of LNG returned to the LNG storage tank under control of the flow controller and the temperature controller.

【Claim 3】

The fuel supply system according to claim 1, further comprising:
a fuel supply channel for supplying LNG from the LNG storage tank to the engine; and
a vaporizer disposed in the fuel supply channel, re-gasifying pressurized

LNG from the high-pressure pump, and supplying re-gasified LNG to the engine.

【Claim 4】

The fuel supply system according to claim 1, wherein the engine is a high-pressure gas injection engine fueled by a high-pressure gas compressed to a high pressure of 150 bar to 400 bar.

【Claim 5】

The fuel supply system according to claim 1, wherein the LNG storage tank is a pressure-resistant tank and has a design pressure set to hold BOG or flash gas generated in the pressure-resistant tank during operation of the ship.

【Claim 6】

A fuel supply method for a ship engine, comprising:
delivering LNG from an LNG storage tank of a ship to a high-pressure pump by the submerged pump;
pressurizing the LNG to a high pressure by the high-pressure pump;
re-gasifying the LNG pressurized by the high-pressure pump; and
supplying the re-gasified LNG to the ship engine,
wherein LNG upstream of the high-pressure pump is returned to the LNG storage tank to secure a minimum flow rate of the submerged pump, and a flow rate of LNG to be returned is regulated to control a temperature of LNG in front of the high-pressure pump below a liquefaction temperature of LNG to suppress generation of boil-off gas at the front end of the high-pressure pump,
and wherein the return flow is branched at a point closer to the high-pressure pump than the submerged pump.

【Claim 7】

The fuel supply method according to claim 6, wherein the engine is a high-pressure gas injection engine fueled by a high-pressure gas compressed to a high pressure of 150 bar to 400 bar.