vessels could provide additional benefits, including the avoidance of energy-consumption to manufacture components - such as outer hull, crew quarters and powertrain. This could potentially reduce the carbon footprint of manufacture and the use of various chemicals and additives.

[0006] The use of a converted oil tanker as a donor for a Floating Production Storage and Offloading Oil Production vessel is a proven means of delivering a fast track and low cost floating facility. The FLNG market, however, is a relatively young and as yet no d tanker conversion solutions have been generated for conversion of existing vessels to an FLNG vessel. At best, an attempt has been made to utilize LNG trading tankers as donor vessels for such facilities. This presents challenges since the LNG carrier hull containment tanks are predominantly based on International Maritime Organization Type B Moss spherical tanks. In these vessels, these tanks consume much of the deck area and hull strength, rendering the topside space very restricted and inefficient for FNLG use.

SUMMARY

[0006a] In an aspect, there is provided a method for conversion of a floating vessel having internal cargo holds, which comprise: forming a plurality of deck sections; removing the plurality of deck sections from the vessel; removing a deck from each of the plurality of deck sections; removing each lateral support member from each of the plurality of deck sections; attaching a new deck to each of the plurality of deck sections, each new deck having a tank dome opening therethrough; attaching a new support member to each of the plurality of deck sections; attaching an internal second hull to a lower hull side of the vessel; positioning a tank in each of the internal cargo holds, each tank having an upper tank section; and attaching each deck section to the vessel, wherein each tank dome opening is aligned with the upper tank section.

[0006b] In another aspect, there is provided a method for conversion of a floating vessel having an internal cargo hold, which comprise: forming a deck section above the internal cargo hold; removing the deck section from the vessel; removing a deck from the deck section; attaching a new deck to the deck section, the new deck having a tank dome opening therethrough; attaching a new support member to the deck section; attaching an internal second hull to a lower hull side of the vessel; positioning a tank in the internal cargo hold, the tank having an upper tank section; and attaching the deck section to the vessel, wherein the tank dome opening is aligned with the upper tank section.

BRIEF DESCRIPTION OF THE DRAWINGS

[0007] The present disclosure is described below with references to the accompanying drawings in which like elements are referenced with like reference numerals, and in which:

[0008] **FIGS. 1A-1B** are flow diagrams illustrating one embodiment of a method for implementing the present disclosure.

[0009] **FIG. 2** is an isometric view of a vessel illustrating step **102** in **FIG. 1A**.

[0010] **FIG. 3** is an isometric view of a vessel in **FIG. 2** illustrating steps **106** and **108** in **FIG. 1A**.

[0011] **FIG. 4** is an isometric view of a vessel in **FIG. 2** illustrating step **112** in **FIG. 1A**.

[0012] **FIG. 5** is an isometric view of a vessel in **FIG. 2** illustrating steps **114** and **116** in