



United States Merchant Marine Academy  
"Vessels that Move LNG"

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# Coastal Region American Merchants LNG Solutions

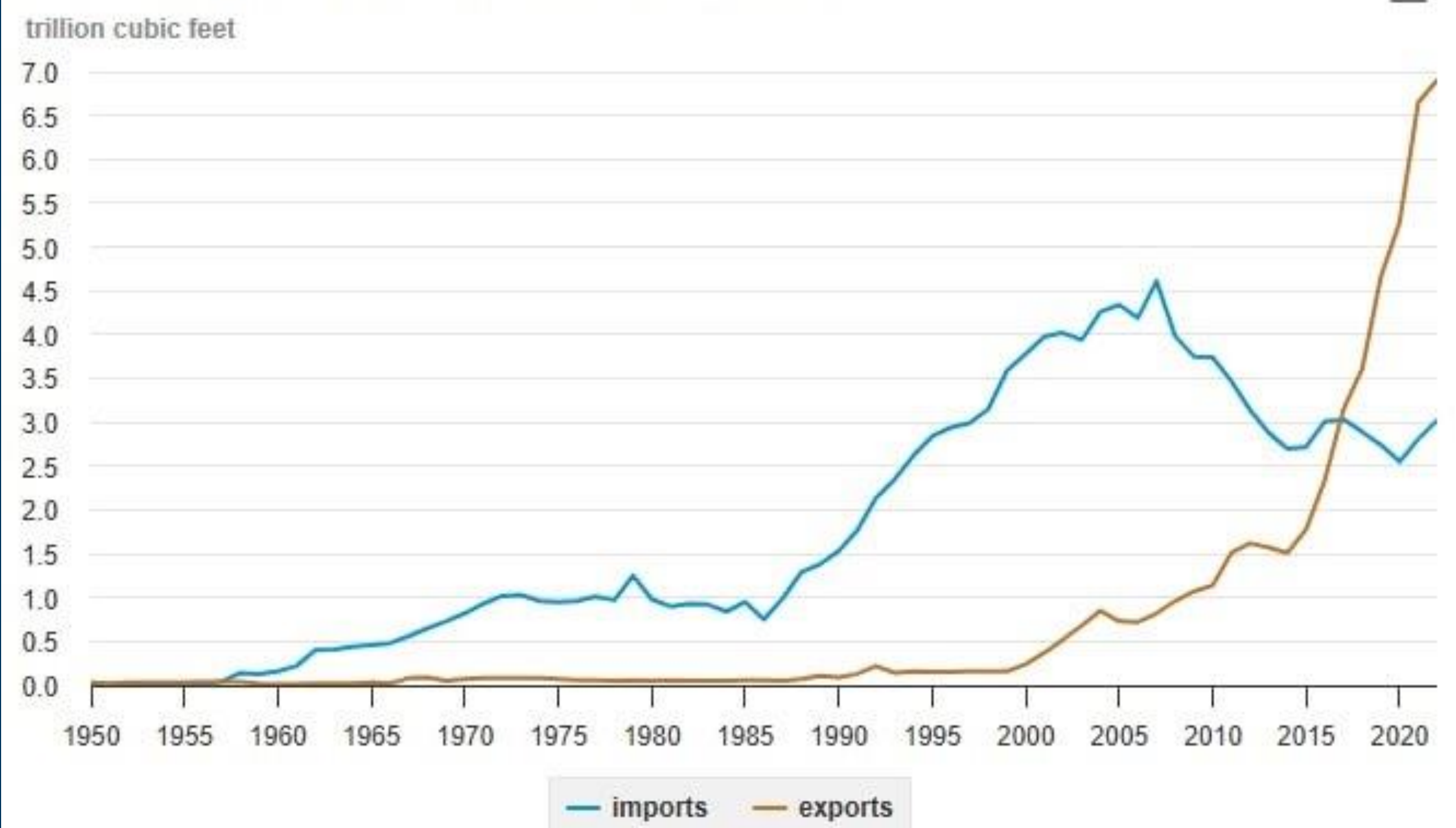
## Introduction

During the 2025-2026 academic year, 1<sup>st</sup> class midshipman in the Marine Engineering and Shipyard Management (MESM) program were tasked with designing a vessel that moves LNG. After initial research, Coastal Region American Merchants LNG Solutions (CRAM LNG) choose to design/build a Jones Act articulated tug and barge that moves LNG up the Mississippi River.

## Background

The United States exports over 20 billion bcf/day of LNG in March of 2023 (*U.S. Energy Information Administration*), while continuing to import LNG. LNG produced in the United States is difficult to use, as there is no Jones Act compliant vessels capable of loading and discharging in US ports. There are currently only 2 Jones Act ATBs in the fleet, both used for bunkering cruise ships. CRAM LNG ATBs would ensure a continuous flow of LNG, regardless of a pipeline being down for repair or a black swan event. Trading LNG would also allow for the conversion of coal fired plants to LNG power plants, resulting in a reduction of greenhouse gas admissions

U.S. natural gas imports and exports, 1950-2022



eia Data source: U.S. Energy Information Administration, *Natural Gas Monthly*, April 2023; data for 2022 are preliminary

## Processes

Over 43 months, CRAM LNG will go through contract approval, the design process, and build an ATB at Fincantieri Bay Shipyard. These ATBs would load at established LNG terminals in Louisiana and discharge to future ports along the Mississippi River to create a floating LNG pipeline, ensuring domestic LNG security in the case of a pipeline failure or attack, like the Colonial Pipeline cyber-hack in 2021.