

SAKURA FORTUNE 40,000 DWT Open Hatch Bulk Carrier

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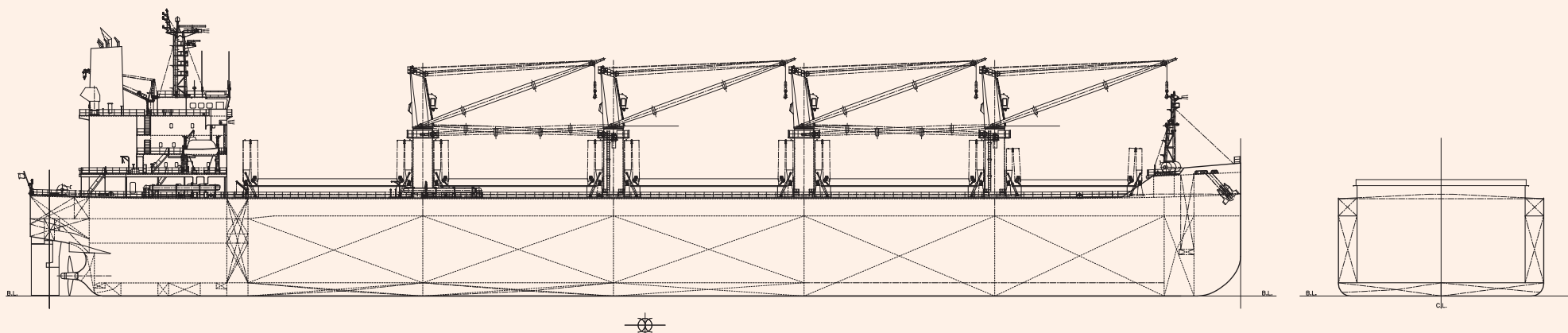


Features

1. The vessel has double hull construction for all five (5) cargo holds. No.2, No.3 and No.4 cargo holds are fully box shape construction.
2. Wide size hatches and box shape holds are highly efficient for steel coils and other cargoes loading.
3. The hatch covers are wide folding type and operated by hydraulic cylinders.

- ## PRINCIPAL PARTICULARS

Length (o.a.)	182.87 m	MCR (kw×rpm)	5,700 kW x 105 min ⁻¹
Length (b.p.)	179.95 m	NOR (kw×rpm)	4,845 kW x about 99.5 min ⁻¹
Breadth (mld.)	31.00 m	Speed (service)	14.0 knots
Depth (mld.)	14.70 m	Complement	25 P
Draft (mld.)	10.32 m	Classification	NK
Gross tonnage	25,010	Loading capacity (grain)	48,358 m ³
Deadweight	39,936 t	(bale)	47,116 m ³
Main engine ... MAKITA-MITSUI-MAN B&W 6S46ME-B8.5-HPSCR		Builder	Shin Kurushima Toyohashi Shipbuilding Co., Ltd.



SAKURA LEADER 7,000 Unit Car Carrier 100

☐ Contents ☐ By Builder ☒ By Ship Type



SAKURA LEADER 7,000 Unit Car Carrier 100

The 7,000 units type car carrier SAKURA LEADER was completed in October 2020 at SHIN KURUSHIMA TOYOHASHI SHIPBUILDING CO., LTD. and delivered to Nippon Yusen Kabushiki Kaisha.

Features

- 1. This ship is 7,000 Units type next-generation car carrier equipped with dual fuel engine using LNG as main fuel, first in Japan. The ship equipped with an environmentally friendly the engine that can reduce CO2 emissions by more than 30% and almost no SOx emissions, etc. compared to conventional engines fueled by heavy oil.
- 2. The ship, which is keeping the length overall to less than 200m, and is expanded the breadth than conventional Panamax width, has increased cargo loading number. For this reason, fuel consumption per vehicle cargo is much better compared with the existing car carriers.
- 3. It is achieved lower fuel consumption by applying the following energy efficiency devices including Shin Kurushima Dockyard originally developed; A.S.FIN, TURBO-RING, SKEG FIN, K³ PROPELLER, AERODYNAMIC SCREEN, REACTION RUDDER, and applying LOW FRICTION TYPE SHELL PAINT.
- 4. By applying the partial bulkhead less structural method for hull construction, it can be applied One-way system of slope way of both side of ship, and it is very efficient for car loading/unloading operation accordingly.
- 5. Regarding loading/unloading equipments, the ship has a stern ramp (35m x 13.2m : SWL 30t) and a center ramp (22m x 4.3m : SWL 15t).

- 6. The ship's wheelhouse is the all-weather structure type. Therefore, it is improved workability of departure/arrival, the surrounding watch, operability and safety. The center console is considered the shape of the wheelhouse and person's movement. The consoles are equipped with all the equipment essential for maneuvering, monitoring,

route planning, etc. so that it can be operated efficiently. In addition, the consoles on the both wings are equipped with a multi-monitor for checking image of radar etc. and equipments required for departure/arrival. These equipments are satisfied the international regulations and are latest type.

PRINCIPAL PARTICULARS

Length (o.a.)	199.96 m	MCR (kW×rpm)	11,920 kW x 105 min ⁻¹
Length (b.p.)	196.00 m	NOR (kW×rpm)	8,940 kW x abt. 95.5 min ⁻¹
Breadth (mld.)	38.00 m	Speed (service)	18.0 knots
Depth (mld.)	35.54 m	Complement	30 P
Draft (mld.)	9.55 m	Classification	NK
Gross tonnage	72,285	Loading capacity (car/vehicle)	7,150 units
Deadweight	17,330 t	(others)	LNG Tank x 2sets
Main engine	Diesel United-Win GD 8X52DF x 1 set	Builder	Shin Kurushima Toyohashi Shipbuilding Co., Ltd.

