

# PORT KYOTO 64,000 DWT Bulk Carrier 40

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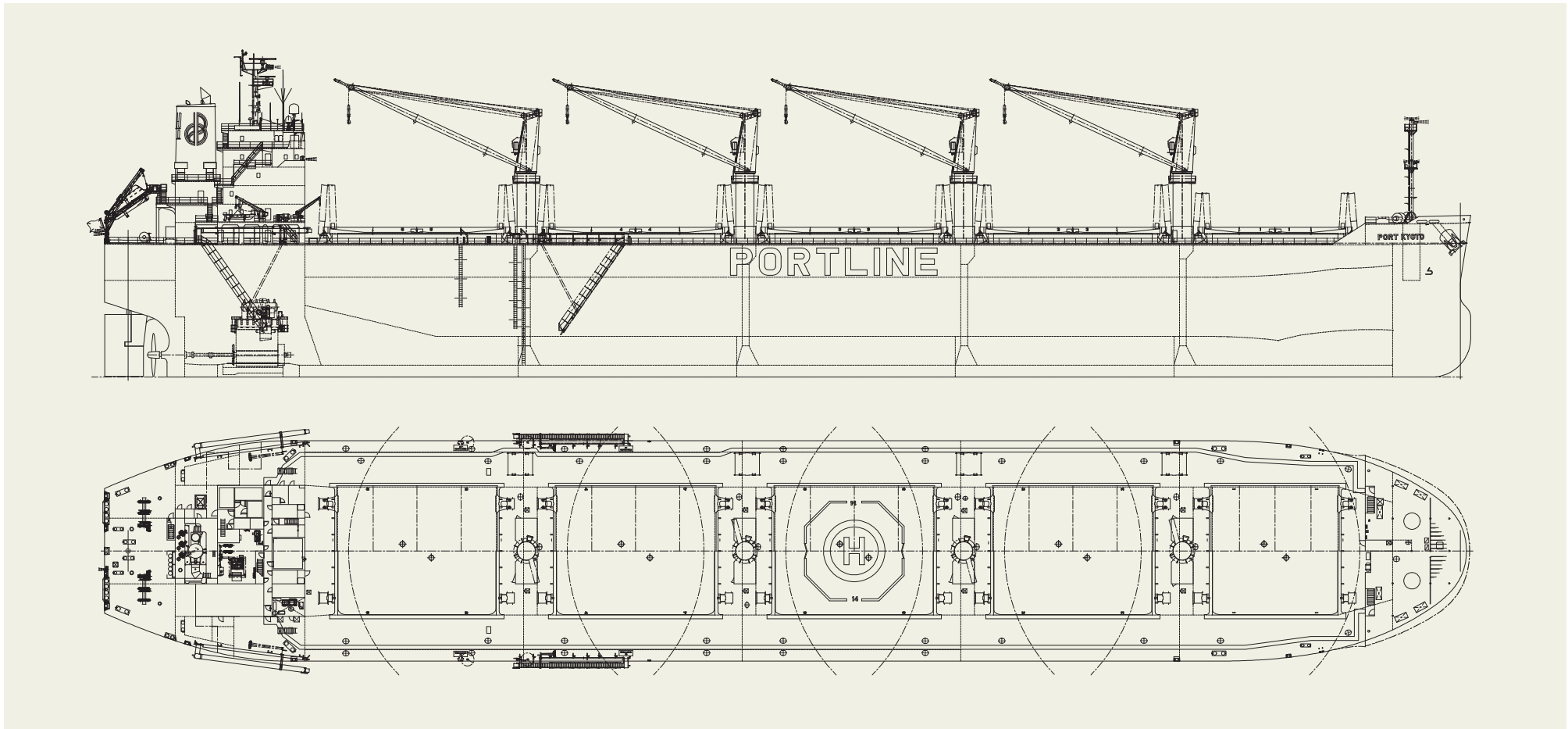


**PORT KYOTO** 64,000 DWT Bulk Carrier 40

Contents

By Builder

By Ship Type

**PRINCIPAL PARTICULARS**

Breadth (mld.).....	32.24 m	Deadweight.....	63,733
Depth (mld.).....	19.3 m	MCR (kw x rpm) .....	6,670 x 95
Gross tonnage.....	36,177	Speed (service).....	14 knots
		Builder: .....	Shin Kasado Dockyard Co., Ltd.

# NORD AEGEAN 64,000 DWT Bulk Carrier 41

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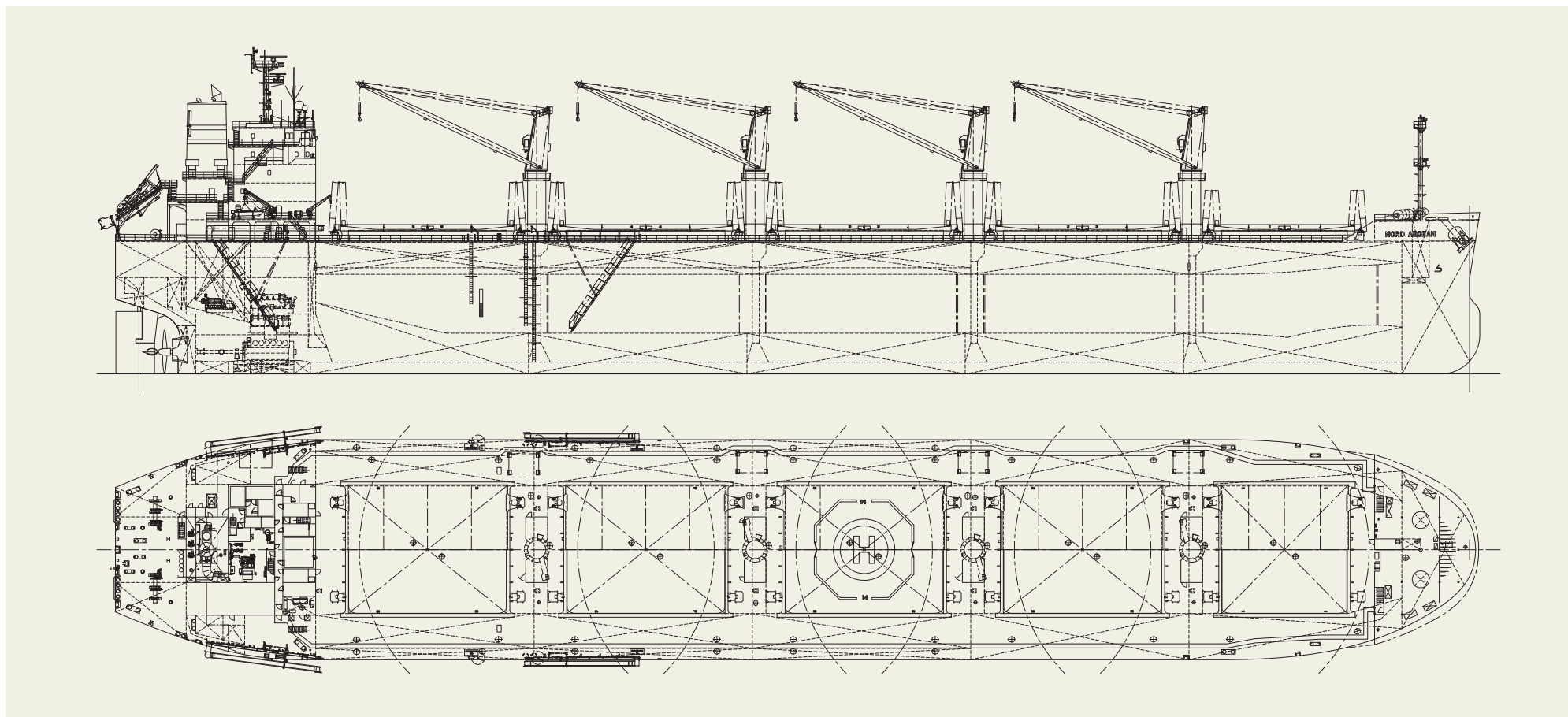


**NORD AEGEAN** 64,000 DWT Bulk Carrier 41

Contents

By Builder

By Ship Type

**PRINCIPAL PARTICULARS**

Breadth (mld.).....	32.24 m	MCR (kw x rpm) .....	7,560 x 99.0
Depth (mld.).....	19.3 m	Speed (service).....	14.5 knots
Gross tonnage.....	36,177	Classification .....	NK
Deadweight.....	63,702	Builder: .....	Minaminippon Shipbuilding Co., Ltd.

# RICH AZURE 64,452 DWT Bulk Carrier 42

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**RICH AZURE** 64,452 DWT Bulk Carrier 42

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By Ship Type

Oshima Shipbuilding Co., Ltd. delivered RICH AZURE, a 64,452-DWT bulk carrier, to Inter Mers Shipping Pte. Ltd. in February 2023.

**Features**

1. This vessel has an optimized hull form for carrying grain, ore, coal, hot coil, cement and steel ingot /slabs/ billet, and large deadweight (64,452MT) with shallow draft (13.518 m).
2. Wide opening folding type hatch cover and four sets of high performance Jib cranes (30MT) are installed for efficient cargo handling.

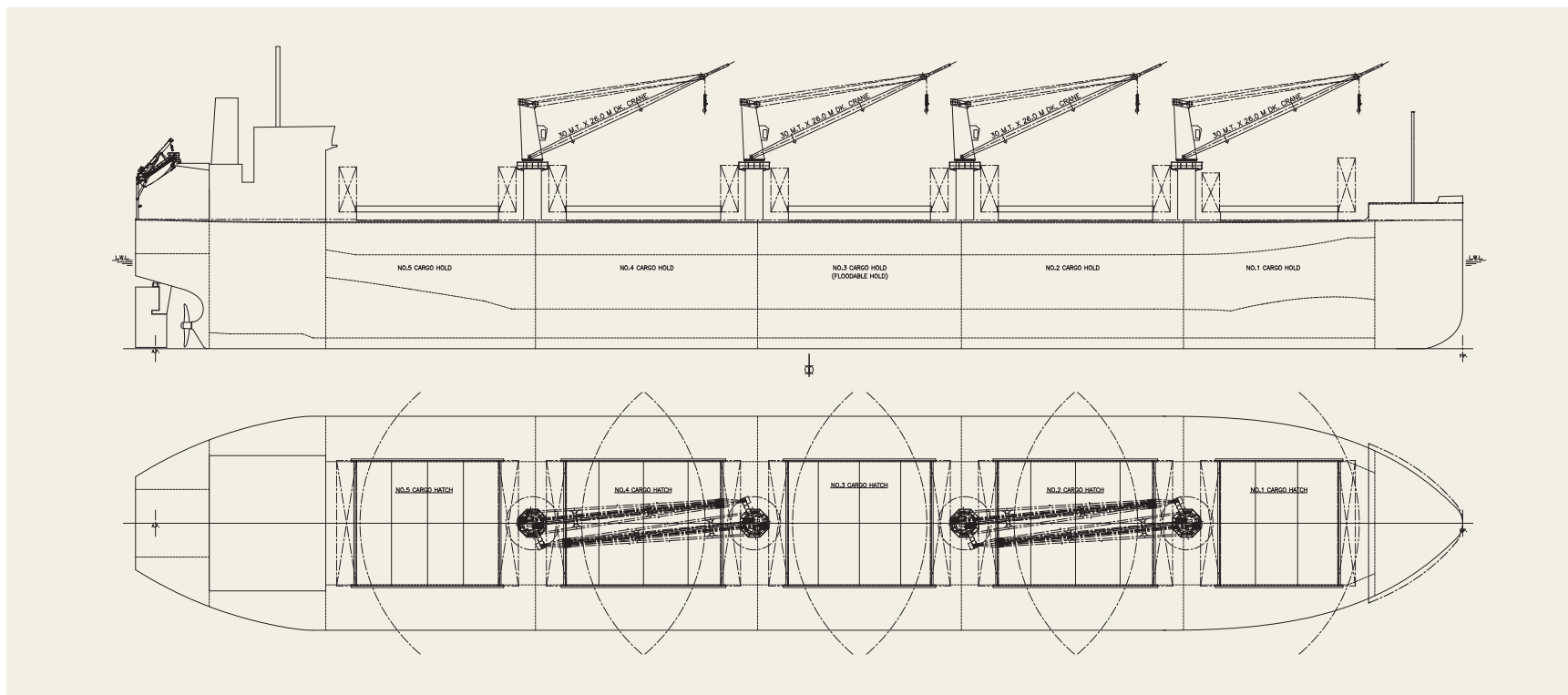
**PRINCIPAL PARTICULARS**

Length (o.a.).....	199.95 m
Breadth (mld.).....	32.26 m
Depth (mld.).....	19.28 m
Draft (mld.).....	13.518 m
Gross tonnage.....	36128
Deadweight.....	64,452 MT

Main engine.....	MITSUI MAN B&W 6S50ME-C9.7-EGRBP
MCR (kw x rpm).....	7,080 kW x 91.0 rpm
Speed (service).....	14.50 knots
Complement.....	25
Classification.....	NK
Loading capacity (grain).....	81,204 m <sup>3</sup>
Builder.....	Oshima Shipbuilding Co., Ltd.

3. Advanced Flipper Fins & Rudder Fin which improve propulsion efficiency are installed.

4. Special bow form, Seaworthy Bow improves speed performance in rough sea conditions as compared to ordinary bows.



# PEARL ETERNITY 63,810 DWT Bulk Carrier 43

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**PEARL ETERNITY** 63,810 DWT Bulk Carrier 43[Contents](#)[By Builder](#)[By Ship Type](#)

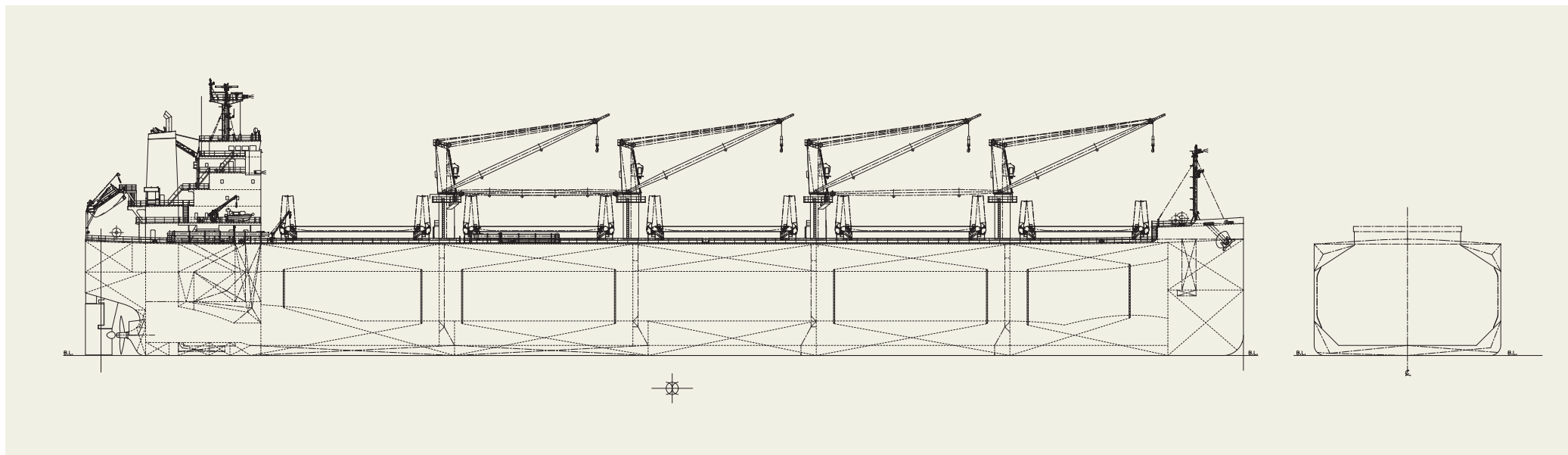
The 63,810-dwt bulk carrier PEARL ETERNITY was built at SHIN KURUSHIMA TOYOHASHI SHIPBUILDING CO., LTD. and delivered to BASIC ETENITY LINE S.A. and GENYO KAIUN CO., LTD. in December 2022.

**Features**

1. The vessel has five (5) cargo holds.
2. The upper deck hatch covers are folding type and operated by hydraulic cylinders.
3. The vessel has four (4) sets of 31-ton electro-hydraulic type single deck cranes.

**PRINCIPAL PARTICULARS**

Length (o.a.).....	199.99 m	MCR (kw x min <sup>-1</sup> ).....	6,650 kW x 88.8 min <sup>-1</sup>
Length (b.p.).....	197.30 m	NOR (kw x min <sup>-1</sup> ).....	5,650 kW x about 84.1 min <sup>-1</sup>
Breadth (mld.).....	32.24 m	Speed (service).....	14.1 knots
Depth (mld.).....	19.22 m	Complement.....	24 P
Draft (mld.).....	13.495 m	Classification.....	NK
Gross tonnage.....	36,298	Loading capacity (grain).....	81,490 m <sup>3</sup>
Deadweight.....	63,810 t	(bale).....	78,238 m <sup>3</sup>
Main engine.....	MITSUI-MAN B&W 6S50ME-C9.7-EGRBP	Builder:.....	Shin Kurushima Toyohashi Shipbuilding Co., Ltd.





# ACRUX ORCHID 63,300 DWT TESS64 AEROLINE 44

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# ACRUX ORCHID 63,300 DWT TESS64 AEROLINE 44

Contents By Builder By Ship Type

## The Birth of the ultimate Eco-ship

This ultimate Eco-ship design is the enlargement of the deadweight capacity and extension of the well-known TESS58 design which already has the track record of over 180 ships built. The distinctive bow and accommodation house are designed with our exclusive and unique technology, called AEROLINE to reduce the wind resistance.

### Features

#### 1. Fuel efficiency and environmental performance

- Comply with EEDI Phase 3 regulations.
- The unique hull form, which reduces resistance, is paired with our exclusive fuel-efficiency technologies to improve the ship's performance. This has improved fuel consumption per ton-mile by approximately 29%, compared to TESS58.
- Equipped with the environmental technologies devices to prevent the air pollution from the NOx and SOx emissions and marine pollution from the oil spillages, etc.

- The unique and exclusive AEROLINE technology for the reduction of wind resistance is applied to the bow and accommodation house to improve the fuel efficiency at actual sea performance.

#### 2. Versatility

- Length extended to 200m while maintaining the breadth to pass through the Panama Canal.
- Keeping the low air draft and the depth 18.6m to ensure the ship's versatility.
- Excellent trading flexibility for carrying the three major bulk cargoes of iron ore, grains, and coal, as well as hot

coils.

#### 3. Loading performance

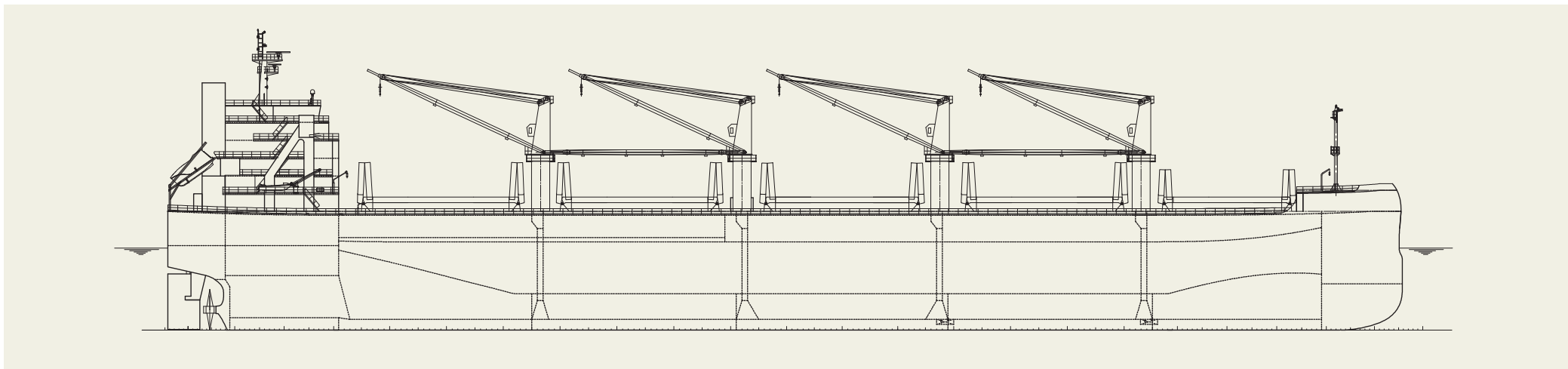
- Achieve a deadweight of over 63,000 MT with the shallowest draft in its category.
- With a cargo capacity of 79,000m<sup>3</sup>, it is capable of transporting large volumes of low-density cargo, such as grains, etc.

#### 4. Comfortability

The original interior concept NEXT STYLE, utilizing exquisite design and indirect lighting, provides the crew with relaxation and comfort.

### PRINCIPAL PARTICULARS

Length (o.a.) .....	200 m	Gross tonnage.....	36,000
Length (b.p.).....	32.26 m	Deadweight.....	63,300 mt
Depth (mld.).....	18.6 m	Loading capacity (grain).....	79,000 m <sup>3</sup>
Draft (mld.).....	13.3 m	Builder: .....	Tsuneishi Shipbuilding Co., Ltd.



# MARIMYR A 66,200 DWT TESS66 AEROLINE 45

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**MARIMYR A** 66,200 DWT TESS66 AEROLINE 45

The largest class Eco-ship in Ultramax category  
The distinctive bow and accommodation house are designed with our exclusive and unique technology, called AEROLINE to reduce the wind resistance by approximately 20%. The largest class Eco-ship of the category, achieve a deadweight 66,200 MT with Panamax-sized breadth. Our new Ultramax tops its category with the design features: enhanced cargo capacity, fuel efficiency & environmental performance, and versatility.

**Features**

1. Fuel efficiency and environmental performance
  - Comply with EEDI Phase 3 regulations.
  - The unique and exclusive AEROLINE technology for the reduction of wind resistance is applied to the bow and accommodation house to improve the fuel efficiency at actual sea performance.
  - Equipped with the environmental technology devices to prevent the air pollution from the NOx and SOx emis-

- sions and marine pollution from the oil spillages, etc.
  - The improved hull design allows for better fuel efficiency during both shallow and full draft operations.
2. Versatility
    - Versatility retained with the same length as TESS64, the breadth to pass through the Panama Canal.
    - The depth of 19.15m, and a suppressed air draft all lend to the operational flexibility.
    - Excellent trading flexibility for carrying the three major bulk cargoes of iron ore, grains, and coal, as well as hot coils.
  3. Loading performance

- The largest class deadweight capacity of Ultramax category, beyond 66,000 MT.
  - With hull design improvements and vessel weight reduction, loading capability has been enhanced.
  - Cargo capacity is 81,500m<sup>3</sup>, the largest in the Ultramax category.
4. Comfortability
 

The original interior concept NEXT STYLE, utilizing exquisite design and indirect lighting, provides the crew with relaxation and comfort. sions and marine pollution from the oil spillages, etc.

**PRINCIPAL PARTICULARS**

Length (o.a.) .....	200 m	Gross tonnage.....	36,900
Length (b.p.).....	32.25 m	Deadweight.....	66,200 mt
Depth (mld.).....	19.15 m	Loading capacity (grain).....	81,500 m <sup>3</sup>
Draft (mld.).....	13.8 m	Builder: .....	Tsuneishi Shipbuilding Co., Ltd.

