

GAS FRONTIER 5,000 CBM LPG Carrier 19



Contents



By Builder



By Ship Type



GAS FRONTIER 5,000 CBM LPG Carrier 19

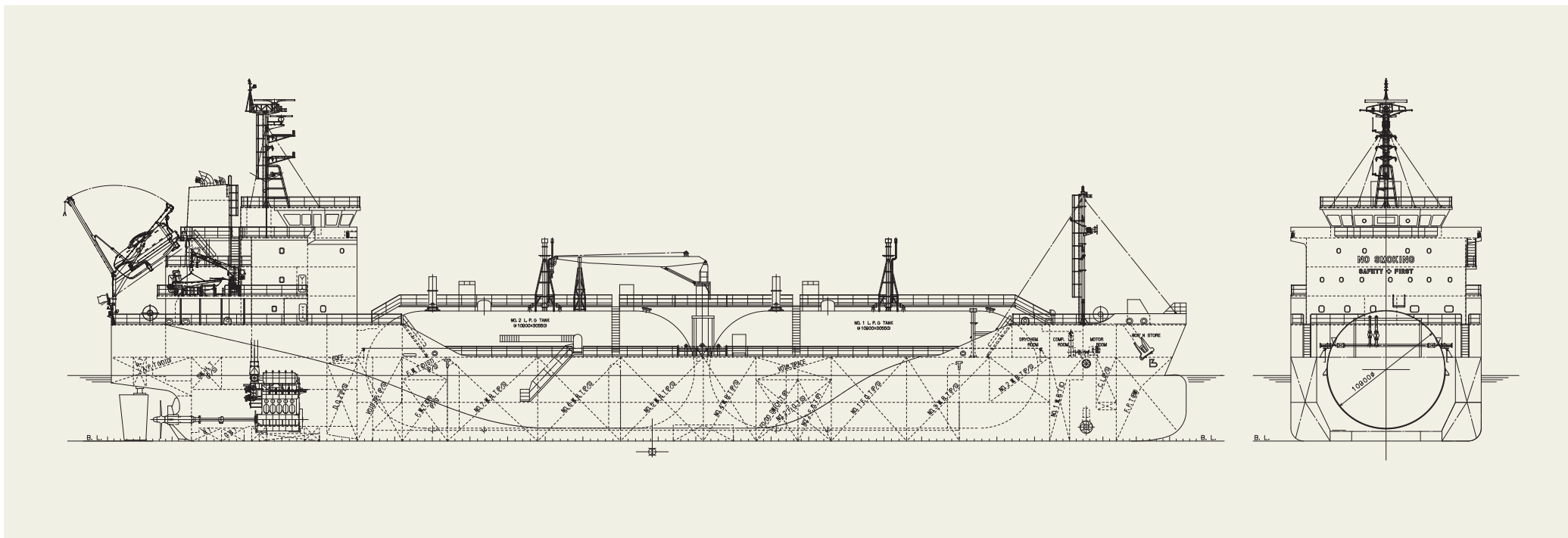
This vessel is designed as the 5,000cbm type LPG carrier with two cylindrical full-pressurized cargo tanks. The shipyard's original patented stern fins are fitted to maintain a good flow into the propeller to improve propulsion efficiency and reduce fuel consumption.

One stream line balanced hanging rudder (C type) is adopted and steering gear is of electro-hydraulic system, consisting of two rams, two cylinders with two hydraulic pump units.

The engine room is divided into some compartments in order to reduce the noise and vibration. All cabins are made as private room.

PRINCIPAL PARTICULARS

Length (o.a.).....	99.98 m	MCR (kw x rpm).....	2,750 kW x 178 min ⁻¹
Length (b.p.).....	95.30 m	NOR (kw x rpm).....	2,475 kW x 171.9 min ⁻¹
Breadth (mld.).....	17.70 m	Speed (max. trial).....	14.871 knots
Depth (mld.).....	7.80 m	(service).....	13.40 knots
Draft (mld.).....	6.10 m	Complement.....	20 persons
Gross tonnage.....	4,552	Classification.....	BV
Deadweight.....	5,311 MT	Loading capacity.....	5,018 m ³
Main engine.....	IMEX, HITACHI-MAN B&W 5L35MC6.1	Builder.....	Sasaki Shipbuilding Co., Ltd.



ECO TEXIANA 11,000 CBM LPG Carrier 20



Contents



By Builder



By Ship Type



ECO TEXIANA 11,000 CBM LPG Carrier 20

This vessel is the 11,000cbm type LPG carrier with two cylindrical full-pressurized cargo tanks.

Main engine and generator engine is equipped with SCR system for complying the NOx regulations. Furthermore, the design achieves AUT-UMS on BV-class, enabling MO operation to reduce the burden on engine room watchkeeping personnel.

This vessel adopts the shipyard's original patented stern fins for the improving propulsion efficiency by arranging the water flow near the propeller.

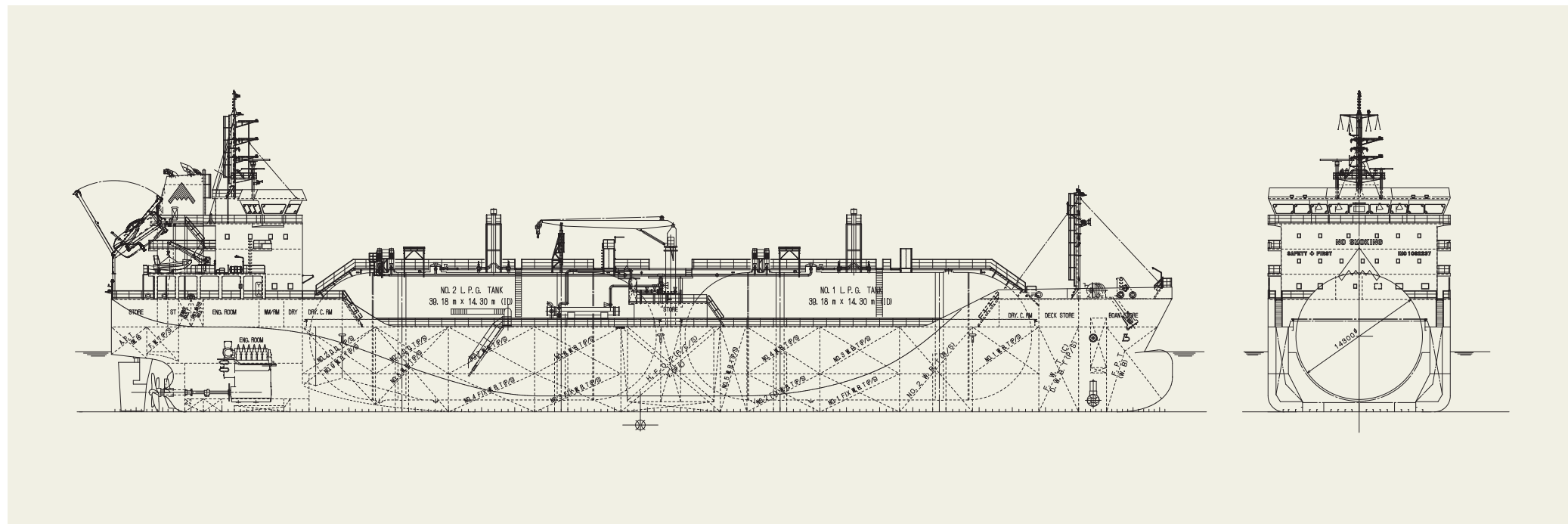
Cargo compressor room is positioned at the center of the hull in order to enhance the efficiency of cargo handling.

It is equipped with a generator engine capable of using HFO.

PRINCIPAL PARTICULARS

Length (o.a.).....	119.92 m	MCR (kw x rpm).....	3,250 kW x 147min ⁻¹
Length (b.p.).....	114.00 m	NOR (kw x rpm).....	2,925 kW x 141.9 min ⁻¹
Breadth (mld.).....	20.60 m	Speed (max. trial).....	14.53 knots
Depth (mld.).....	9.60 m	(service).....	13.60 knots
Draft (mld.).....	6.80 m	Complement.....	22 persons
Gross tonnage.....	8,043	Classification.....	BV
Deadweight.....	8,065 MT	Loading capacity.....	11,026 m ³
Main engine.....	IMEX, HITACHI-MAN B&W 6S35MC7.1-LPSCR	Builder.....	Sasaki Shipbuilding Co., Ltd.

Other features include the installation of a N2 generator and the adoption of a central cooling system.



KYOKUHO MARU

5,538 MT Product Carrier 31



Contents



By Builder



By Ship Type



KYOKUHOU MARU 5,538 MT Product Carrier 31

This vessel is a Japanese domestic petroleum product carrier, which is carrying the products with flash point below 60°C .

This vessel has 2-stroke main engine capable to keep service speed and navigate about 5,000 seamiles.

This vessel is equipped with a Super-VecTwin rudder system to achieve both high maneuverability and propulsion efficiency.

The design achieves MO on NK-class, enabling MO operation to reduce the burden on engine room watchkeeping personnel.

For energy-saving measure, a bulbous bow and stern fins are adopted for the hull form. Stern fins are installed to maintain a good flow into the propeller to improve propulsion

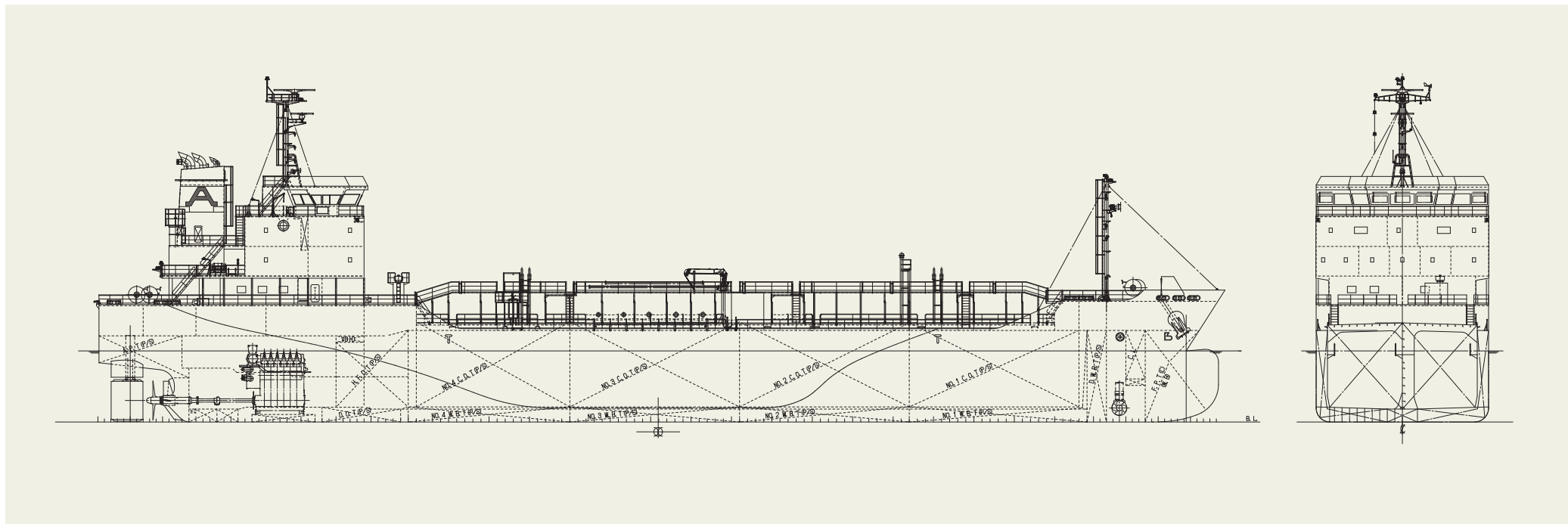
PRINCIPAL PARTICULARS

Length (o.a.).....	104.53 m	MCR (kw x rpm).....	3,900 kW x 210 min ⁻¹
Length (b.p.).....	98.00 m	NOR (kw x rpm).....	3,315 kW x 198.9 min ⁻¹
Breadth (mld.).....	16.00 m	Speed (max. trial).....	14.281 knots
Depth (mld.).....	8.50 m	(service).....	13.500 knots
Draft (mld.).....	6.613 m	Complement.....	16 persons
Gross tonnage.....	4,123	Classification.....	NK
Deadweight.....	5,538 MT	Loading capacity.....	6,120 m ³
Main engine.....	IMEX, HITACHI-MAN B&W 6L35MC6.1	Builder.....	Sasaki Shipbuilding Co., Ltd.

efficiency and reduce fuel consumption.

All cabins are made as private and the specified one room is

arranged to allow female crew onboard.



NEW TAIWAN FUEL 1,440 MT Product Carrier 32



Contents



By Builder



By Ship Type



MAPLE 4,097 MT Petroleum/Chemical Tanker 34



Contents



By Builder



By Ship Type





Contents



By Builder



By Ship Type

MAPLE 4,097 MT Petroleum/Chemical Tanker 34

This vessel is a petroleum / chemical product carrier specifically designed for carrying methanol and bio diesel oil, and is the first methanol bunker ship to be registered in Singapore.

This vessel employs a twin-screw configuration with two propulsion units and 1 set of bow thruster, achieving high maneuverability required by Singapore port regulations. The fresh water generator of reverse osmosis desalination type is installed for enabling water production of 10ton/day.

PRINCIPAL PARTICULARS

Length (o.a.).....	94.92 m	MCR (kw x rpm).....	956 kW x 850 min ⁻¹
Length (b.p.).....	90.00 m	NOR (kw x rpm).....	813 kW x 805 min ⁻¹
Breadth (mld.).....	14.60 m	Speed (max. trial).....	12.264 knots
Depth (mld.).....	7.10 m	(service).....	11.500 knots
Draft (mld.).....	5.68 m	Complement.....	19 persons
Gross tonnage.....	2,999	Classification.....	BV
Deadweight.....	4,097 MT	Cargo pump.....	TAIKO, CSL-500MS (500 m ³ /h x 0.75MPa)
Main engine.....	YANMAR, 6N21A-EW x 2 sets	Loading capacity.....	4,445 m ³
		Builder.....	Sasaki Shipbuilding Co., Ltd.

