Large Moss-type LNG carrier with industry-leading thermal insulation performance, and fuel and volumetric efficiencies

Achievement of the world’s lowest real BOR of 0.05%/d by combining a Kawasaki Panel System with excellent thermal insulation performance, fitted on newly developed non-spherical cargo tanks, with a partial re-liquefaction system. Improvement of fuel efficiency by about 15%, compared with our previous ships, due to the combination of a unique hull form with dual fuel engines.

Product Description

In addition to improving fuel efficiency and reducing environmental impact, this large LNG carrier features a hull size capable of entering LNG terminals worldwide and passing through the newly expanded Panama Canal. Furthermore, the adoption of non-spherical cargo tanks greatly increases its LNG transport capacity.

Features

- Adoption of Kawasaki Panel System with industry-leading thermal insulation performance
- World’s lowest real BOR (boil-off rate) achieved through partial re-liquefaction system
- Improvement of fuel efficiency by adopting twin-skeg, SEA-ARROW-type bow shape and dual fuel low-speed diesel engine (ME-GI engine)
- Adoption of non-spherical cargo tank with excellent volumetric efficiency