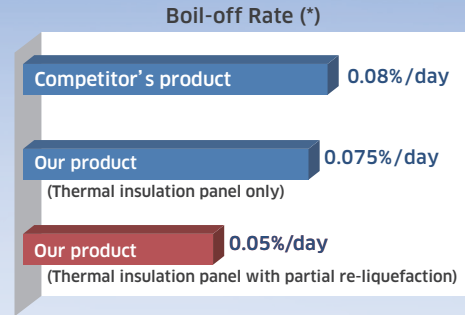


Large LNG Carrier with Newly Developed Tank

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.



(*)An indicator of the cargo tanks' thermal insulation performance to show the rate of LNG volume that vaporizes spontaneously from the cargo tanks per day. Smaller value indicates better thermal insulation performance.



2023

**Kawasaki
Ecological Frontiers
S class**

Initial registration: 2017

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