

29th January, 2024

Accomplishment of Design Development of Next-Generation Environmentally Friendly Bulk Carrier (N92BC)

Nihon Shipyard (hereinafter called the "NSY") has completed the design development of next-generation environmentally friendly bulk carrier (92,000 DWT bulk carrier: N92BC) (hereinafter called the "Vessel").

The Vessel is the next generation model to the previous 88,000 DWT bulk carrier (hereinafter called the "Previous Vessel"). It is a state-of-the-art hull form that not only achieves further "energy efficiency" compared to the Previous Vessel by combining NSY's latest development technologies, and by equipping/optimizing various energy-saving devices to improve propulsion efficiency / reduce resistance in calm sea / reduce the added resistance due to waves, and greatly contributes to "environmentally friendly" by reducing CO2 emissions significantly from transportation work, but also realizes "wide range of cargoes" with its increased deadweight / hold capacity and 7-holds configuration.

【Outline】

Dimensions : LOA Approx. 229m x Beam 38m x Depth 19.65m x Full Load Draft 14.20m
Deadweight : Approx. 92,000 tons
Hold/Hatch No. : 7/7

【Features】

1. EEDI (Note 1) Phase 3, which is required for bulk carriers (deadweight 20,000 tons or more) to be shipbuilding contract after 2025, is set as the standard specification. In pursuit of further CO2 emission reduction, the Vessel is designed to achieve a 40% improvement of EEDI (Note 2), which is more environmentally friendly than EEDI Phase 3, by setting the ship's speed.
2. The latest hull form pursues low resistance and high efficiency, and adopts SP-Bow®, which is expected to reduce the added resistance due to waves. In addition, the adoption and optimization of energy saving devices such as Super Stream Duct®, SURF-BULB®, and ALV-Fin® have achieved a significant reduction of fuel consumption.
3. The concept design of "methanol ready" is planned to be implemented for conversion to methanol fuel in the future.
4. In addition to satisfying the main dimensional restrictions of major Japanese electric power ports, the Vessel is designed to be more flexible with a new concept of LOA 229m / 7-holds / alternate loading (BC-A) for suitable transportation of grain, iron, etc.
5. The mooring layout on the f'cle deck provides space for the future installation of wind-assisted propulsion system.

(Note 1) EEDI : Energy Efficiency Design Index

(Note 2) compare to the EEDI reference line

We, as one team and a reliable partner for all maritime stakeholders, will sail together towards the creation of state-of-the-art ships that bring happiness to society.