



ERIK THUN ORDERS NEW GENERATION OF DRY CARGO VESSELS

Erik Thun Group has ordered two new dry cargo vessels from Scheepsverf Ferus Smit B.V in the Netherlands, with the intention to replace some of the existing vessels with the ordered new-buildings.

The new vessels are a further evolvement of Erik Thun's existing fleet and focus on efficiency, environmental care and customers' needs has been essential when developing the new vessels. They are built to the absolute latest design meeting and often exceeding existing and forthcoming regulations. Reduced fuel consumption, an increased cargo intake, less exhaust emissions and lowered noise levels are a few examples of our trademarks. The new-buildings are equipped with a frequency converter for versatile shore power connection.

"We are looking forward to the next generation of vessels providing our clients with sustainable and smart solutions, delivering the cargo on time with the best environmental performance possible for the time being."

—Jens Bäckström, Senior Charterer at Erik Thun AB

"In Erik Thun, we have always had a high focus on resource efficiency translating into modern environmental care. It is a challenge to build vessels fit for the future, but our long experience gives us a good basis for continual improvement and innovative design."

—Henrik Källsson, Deputy Managing Director at Erik Thun Group

We are proud to develop these new dry cargo vessels in cooperation with Ferus Smit B.V. with whom we have a longstanding relationship. This order will in fact be our 40th vessel together in our mutual strive to improve every new generation of ships to be as environmentally efficient as possible. The first vessel will be delivered in spring 2022 and the second approximately a year later, in spring 2023.



THUNBOLAGEN
—ERIK THUN AB—

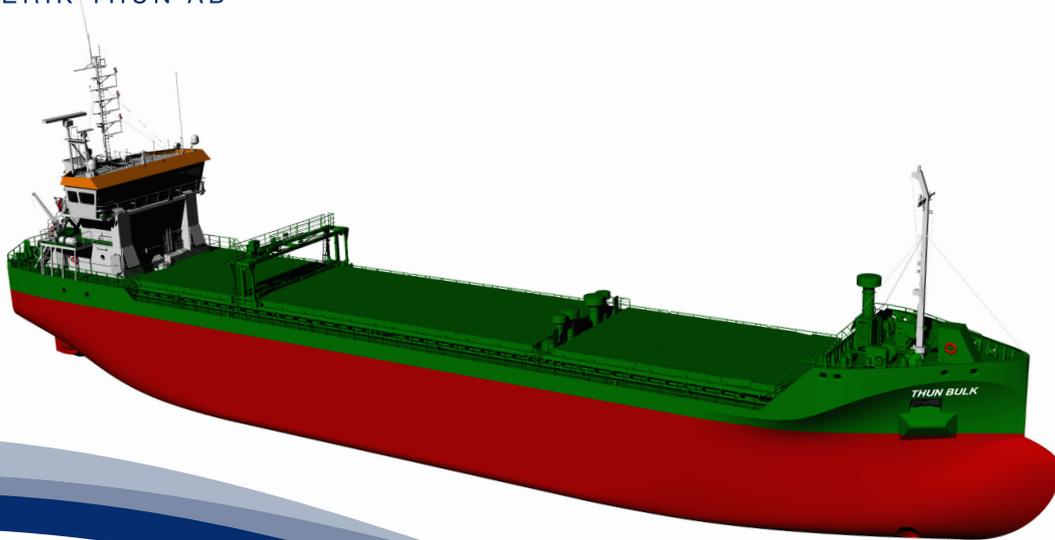
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NEXT GENERATION DRY CARGO VESSELS

For decades we have designed increasingly economic and fuel-efficient quality ships:

Hull form

Slender lines and moderate flare gives reduced drag and better seagoing performance, optimised for the sailing pattern. The bulb results in enhanced icebreaking performance compared to completely vertical stem and further reduces the resistance. The hull form of the aft ship is optimised for best possible propulsion characteristics.

Main engine

While complying with Ice Class 1A requirements and still making safe navigation the highest concern, emissions and the EEDI score is reduced by installing the smallest possible engine power.

Dynamic Drive & Combinator mode/variable RPM

With the improved design of the hull and by implementing Bergs Dynamic Drive system, the vessels overall performance is always optimised. A frequency converter has been installed, making it possible to run the main engine on a variable RPM depending on load, while at the same time still supplying the electrical AC demand with the shaft generator.

Reduction of the engine and propeller RPM at lower speeds makes the propeller run more efficient, while at the same time the specific fuel consumption of the main engine is improving. A fully automatic system will constantly choose the optimal load point.

Propulsion

A large diameter propeller running inside a propeller nozzle improves propulsion efficiency, especially at lower speeds it delivers more thrust; less power demand in seaway and while icebreaking, which enables to reduce installed main engine power.

Electrical consumption

The electrical consumption is reduced by various measures, such as applying LED lighting, frequency control (possibility of reducing RPM) for various large electricity consumers.

Consumption metering

Fuel consumption monitoring is installed for main engine and auxiliaries, and shore connection as well as shaft generator is monitored to fully measure the energy consumption on board in real time.

Shore connection

The installed frequency converter makes it possible to install a new 125 A shore connection which can accept both 50 and 60 Hz from the shore grid. This enables the ship to shut down all engines while in port (no emissions) also during loading, unloading and when pumping ballast water.

Heat recovery

Cooling water heat exchangers are installed for the main and auxiliary engines. The captured excess heat will be re-used for domestic heating, tank heating, hold drying etc.

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