

CHOKYU MARU NO. 88—FEATURED SHIP OF THE YEAR 2020 in Taiwan



Taiwan SNAME



Because this ship is Japan's first newly built FRP ultra-low temperature tuna long-line fishing boat abroad. Since it started to build. After its creation, it attracted the attention of domestic and Japanese fishery circles. There are often domestic and Japanese ships during construction Donglai asked. The ship returned to Japan in August of 2019 and went to the South Pacific for operations in October.

The hull design of this ship is our company, and the original design is provided to FREE WORKER Co., Ltd., a design company commissioned by the Japanese owner. The company then completed the chart of the ship in accordance with Japanese regulations and submitted it to the Japanese Government Aviation Inspection Unit (hereinafter referred to as JG).

The ship has been inspected by JG. From factory inspection to drawing submission for review and inspections at all stages of the construction process, to factory and public trials after completion and launch. The design company entrusted by the owner and the inspectors appointed by the Japanese government come from Japan to the factory to carry out various inspections and tests. The strict requirements are the same as the classification societies.

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This ship is an ultra-low temperature fishing boat. The refrigeration system is designed by Nisshin Corporation of Japan. Adopt three two-stage refrigerators. The patios of the fishing cabins and freezing chambers use the latest aluminum alloy pipes and aluminum alloy plates, all of which are installed by professional technicians from Taiwan, which fully meets Japanese design requirements. The temperature of the freezing chamber is -60°C . It can lower the temperature of the fish to -55°C within 48 hours. When the temperature drops to -55°C , move to the fishing cabin for storage. Fully meet the ultra-low temperature requirements.

The cooling water system adopts a centralized cooling system design. It uses two sets of seawater heat exchangers to cool the coolant of the main engine, generators, refrigerators and other mechanical equipment. There is a big difference between the method of the ship of the same type in Taiwan, the cooling effect is better, and the erosion by sea water is greatly reduced.

The crew's living space and public space are in compliance with ILO (International Labor Organization) national standards. International regulatory requirements. In each crew sleeper, private cabinets and public spaces are designed to the maximum space between. Allow the crew to obtain relative comfort for long-term work and life at sea.

Principal Dimension

Length (Over all)	39.54 M	Fuel Oil Cap.	126 M³
Lenth of Ship	34.99 M	Fresh Water Cap.	25 M³
Breadth of Vessel	7.46 M	Main Engine Power	1100 HP
Depth of Vessel	2.90 M	Aux. Engine Power	350 KVA
Draft of Vessel	2.47 M	Speed	11 KN
Fishhold Cap.	290 M³		

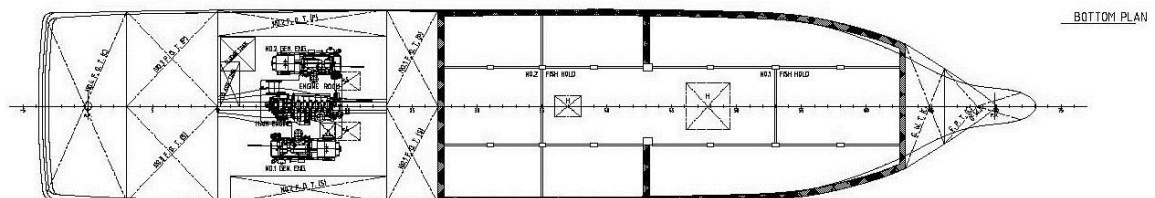
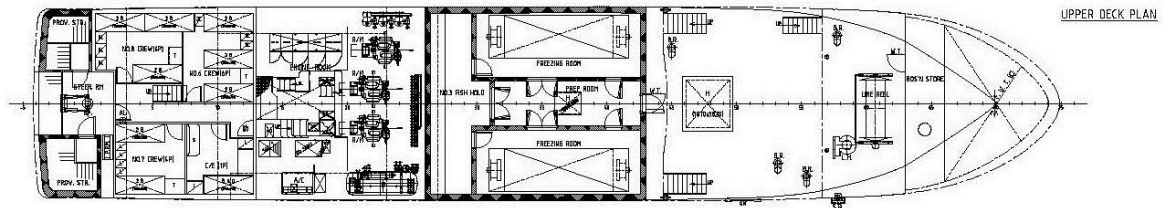
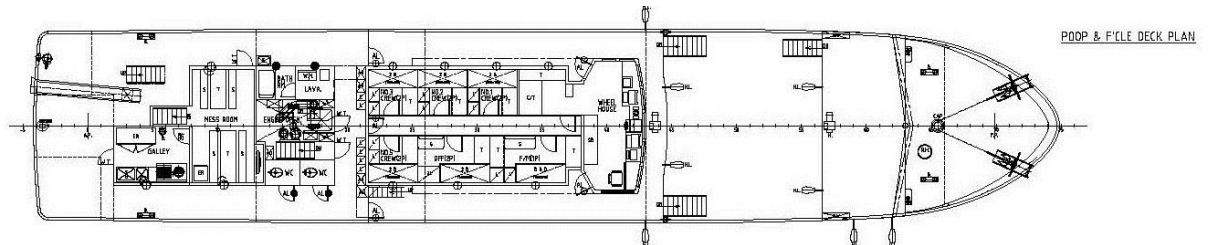
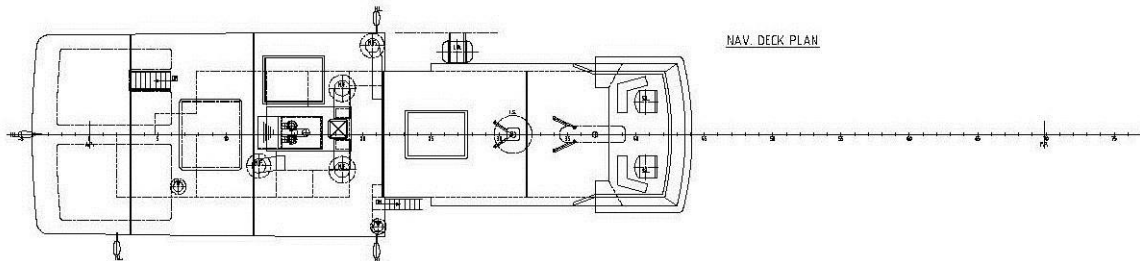
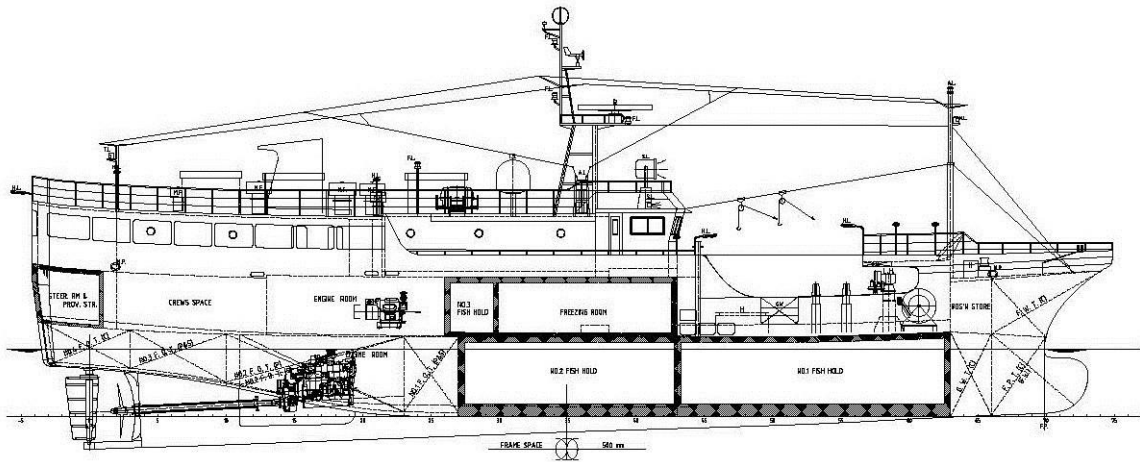
Shipbuilder : SSF(Shing Sheng Fa Boat Building Co.,Ltd.)



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新昇發造船股份有限公司
 Shing Sheng Fa Boat Building Co., Ltd
 高雄市旗津區中洲二路 464 號
 464, JON JOU 2 RD., CHI CHIN DIST., KAOHSIUNG, TAIWAN

TEL:(886)7-5715631 FAX:(886)7-5717011
 E-MAIL:ssfboat@gmail.com
<http://www.ssf.com.tw>