

— : ϕ 8 (t1.0) COPPER PIPE
— : ϕ 6 AIR TUBE

V.D.R.
(in Cont. Room)



ALARM PANEL
(in W/H)



POWER SOURCE
AC100 ~ 220V

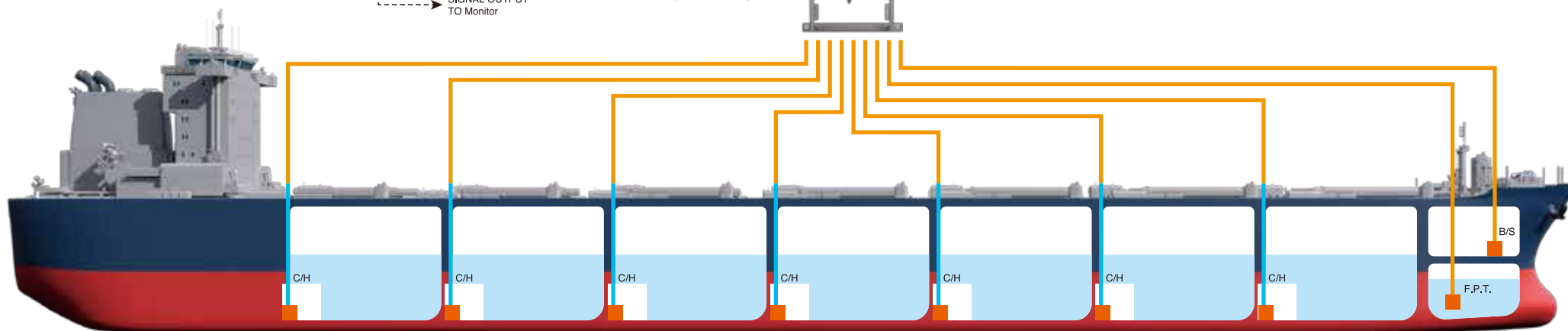
DRY AIR
(YARD SUPPLY)

SIGNAL OUTPUT
TO Monitor

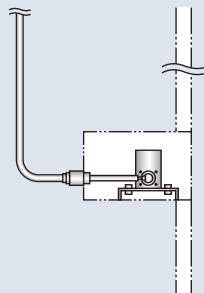
LAX-ADM



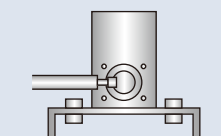
12 SETS



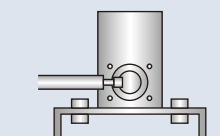
CARGO HOLD



F.P.T.



B/S



— : ϕ 8 (t1.0) COPPER PIPE
— : 20A PIPE (YARD SUPPLY)

LAX-PH



21 SETS

LAX-WAC



3 SETS

LAX-ADM



11 SETS

DRAFT CHAMBER

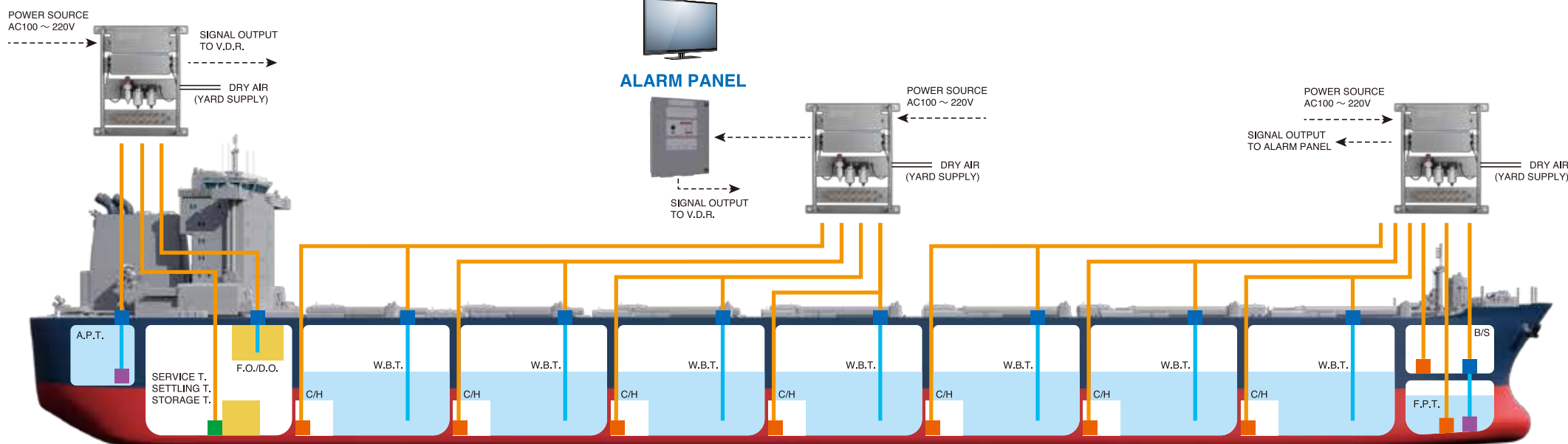


2 SETS

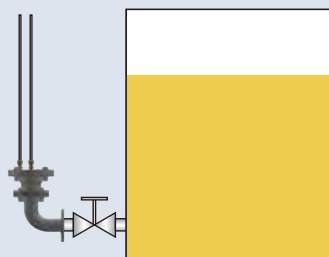
V.D.R.(in Cont. Room)



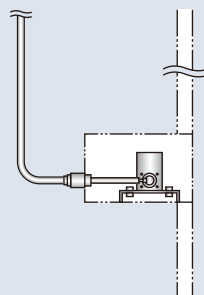
ALARM PANEL



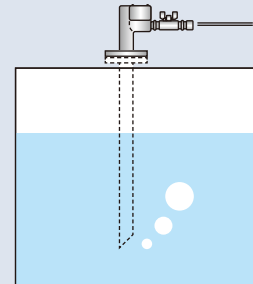
SERVICE T./SETTLING T./STORAGE T.



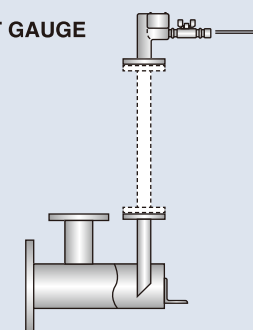
INGRESS ALARM



W.B.T. / F.P.T. / A.P.T.



DRAFT GAUGE



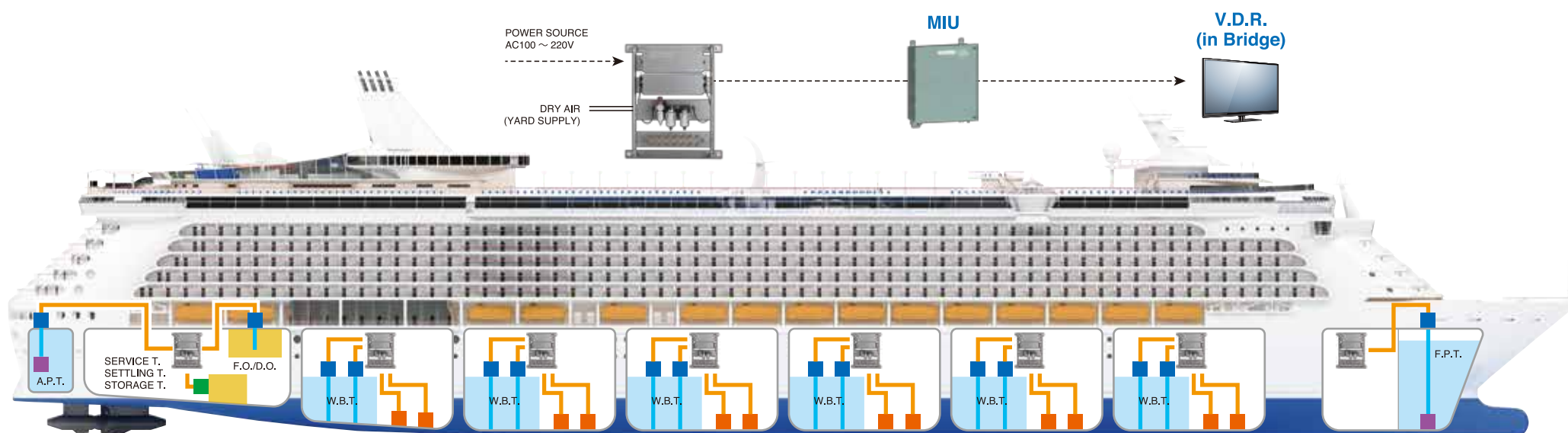
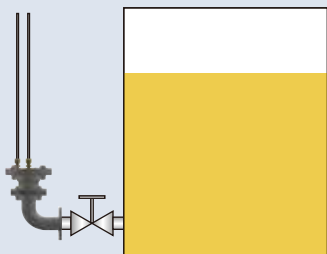
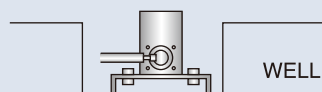
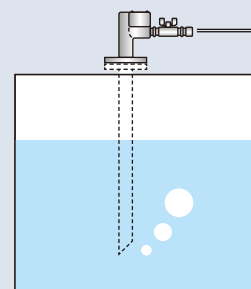
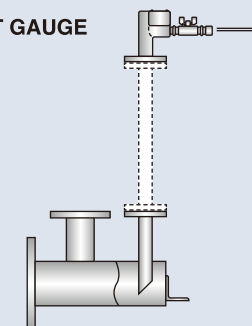
— : ϕ 8 (t1.0) COPPER PIPE
— : 20A PIPE (YARD SUPPLY)

LAX-PH

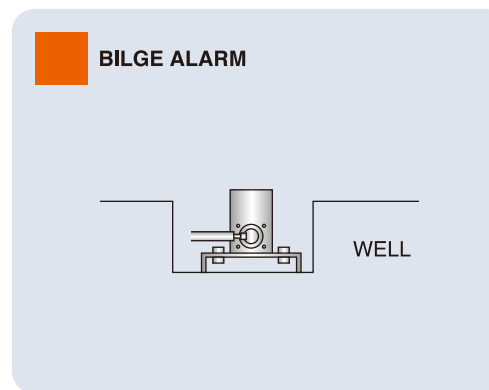
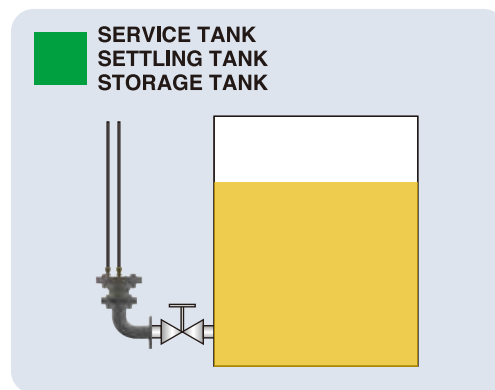
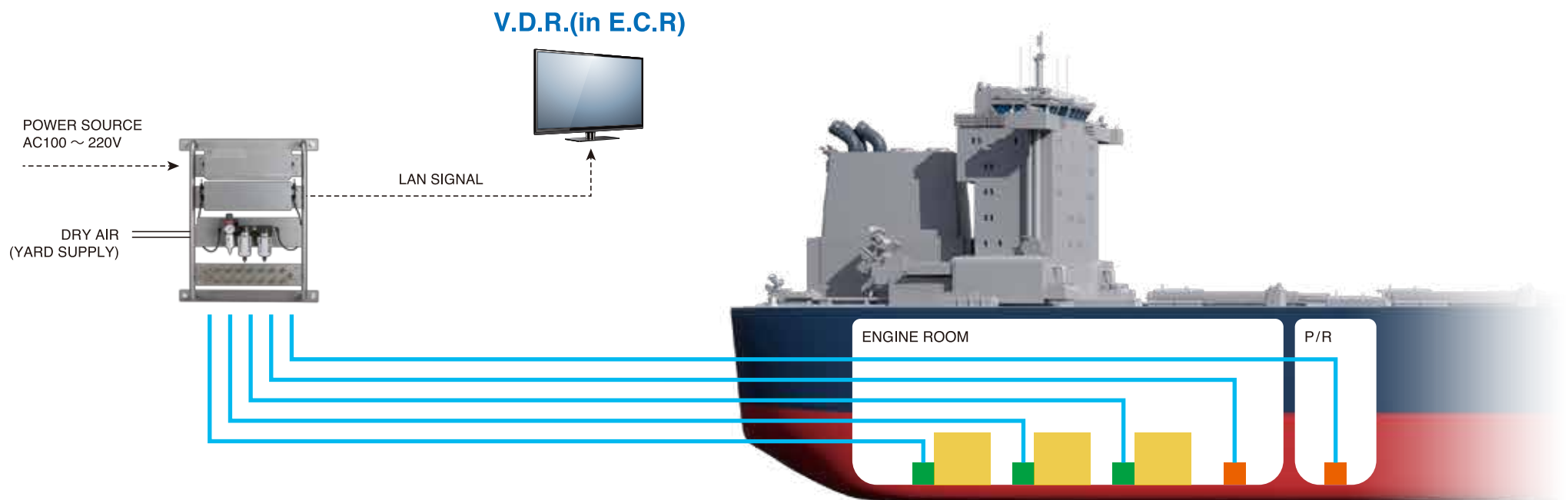
54 SETS
LAX-WAC

8 SETS
LAX-ADM

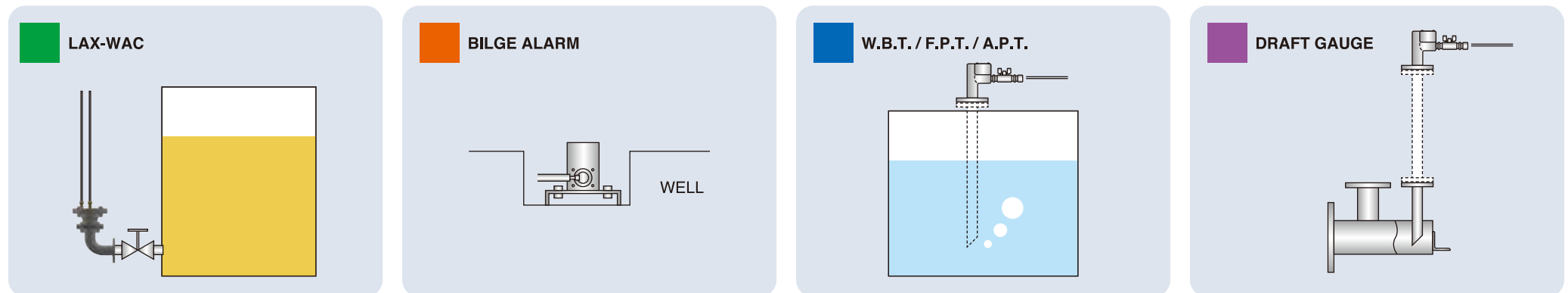
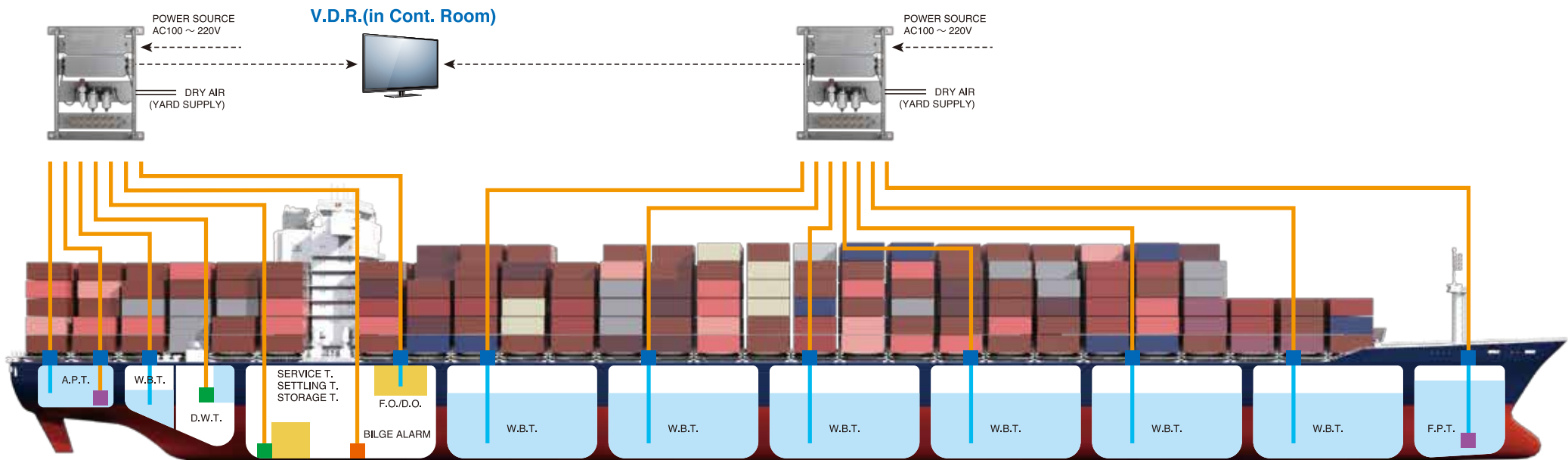
70 SETS
DRAFT CHAMBER

4 SETS

**SERVICE TANK
SETTLING TANK
STORAGE TANK**

BILGE ALARM

W.B.T. / F.P.T. / A.P.T.

DRAFT GAUGE


— : φ 6 AIR TUBE



— : ϕ 8 (t1.0) COPPER PIPE
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LAX-PH



9 SETS

LAX-WAC



3 SETS

LAX-ADM

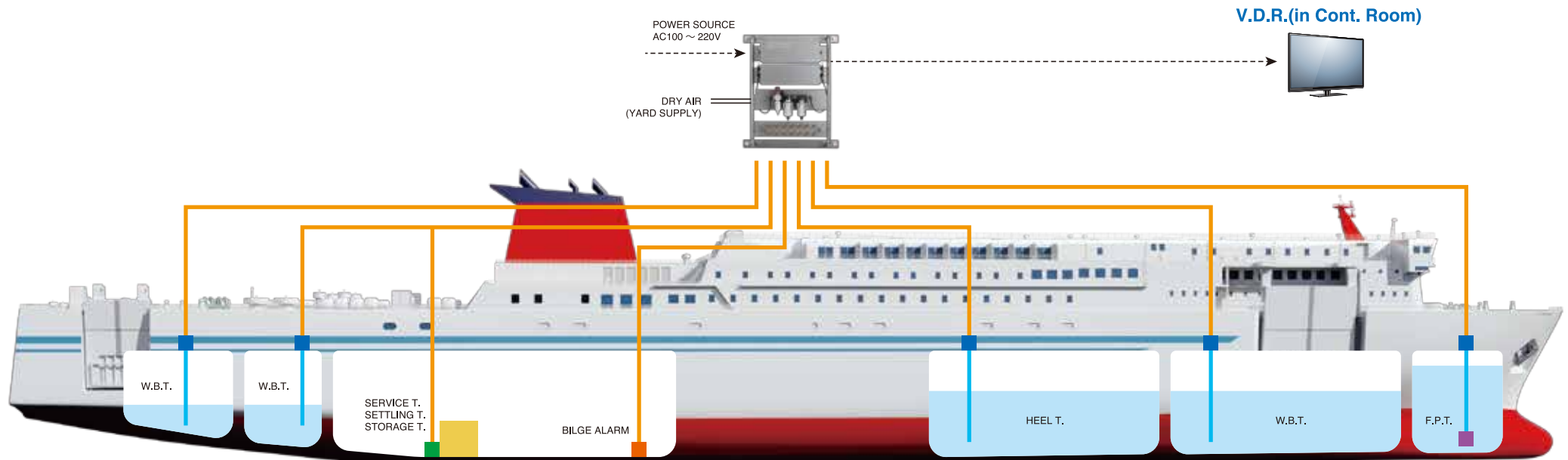


4 SETS

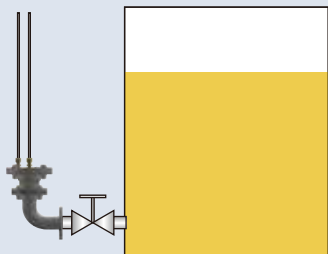
DRAFT CHAMBER



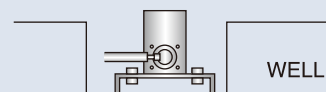
1 SETS



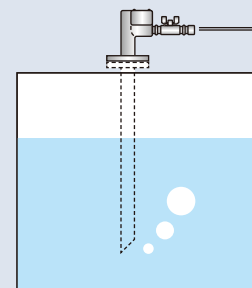
**SERVICE TANK
SETTLING TANK
STORAGE TANK**



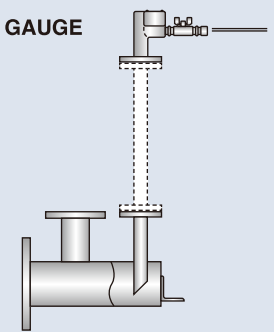
BILGE ALARM



W.B.T. / F.P.T. / HEEL T.



DRAFT GAUGE



High Accuracy Pulse Purge Type Level Gauge $\pm 10\text{mm}$

Auto Trim/Heel Function Calculates Optimal Ballast & Draft ^{*1}

Remote Valve Operation Software MIMIC (error prevention & operation playback).

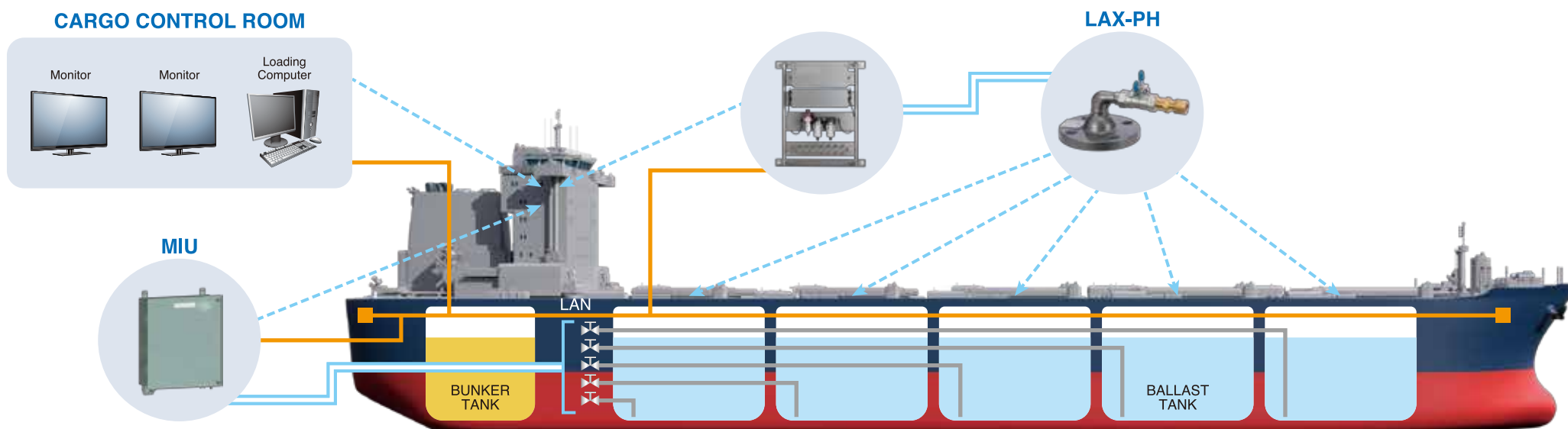
^{*1} It is necessary to register data for loading calculation in loading computer.

● **Workforce Reduction**

● **Work Time Reduction**

● **Fuel Economy^{*2}**

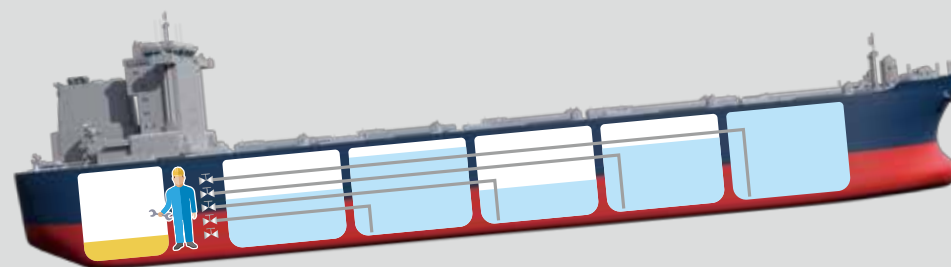
^{*2} By referring to the actual database, you can expect to improve fuel economy by operating with the optimal trim.



Traditional Work Style

- ① Check inclination with the inclinometer
- ② Measure liquid level with sounding tape
- ③ Manually open and close the ballast tank valves
- ④ Repeat

- ✓ Large crew
- ✓ Long working time
- ✓ Difficult to reach optimal ballasting



Monitoring Hull Stress

Onboard

1. Carry out cargo handling at loading computer
2. Hull Stress Monitoring application regularly calculates strength
3. Visually check the ship load conditions
4. If the display shows an abnormality, change the loading plan
Remote Maintenance application sends strength
5. calculation results

On Shore

1. Confirm safety with Hull Stress Monitoring Application (past-present)
2. Based on the accumulated ship stress data, convert loading history into an evaluation value.

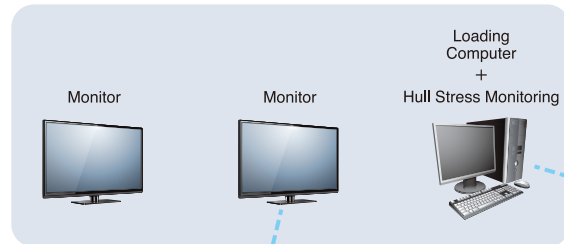
Data Sharing

Work Time Reduction

Ensure Safety

Get a Ship Evaluation Value

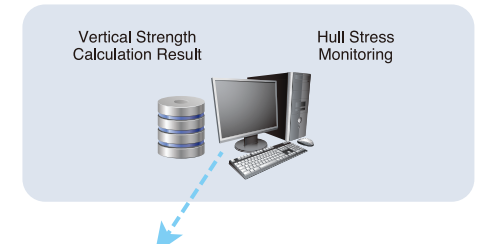
CARGO CONTROL ROOM



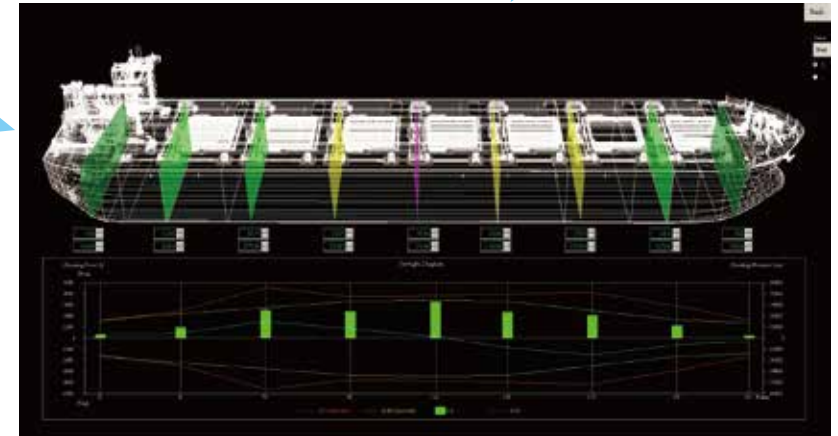
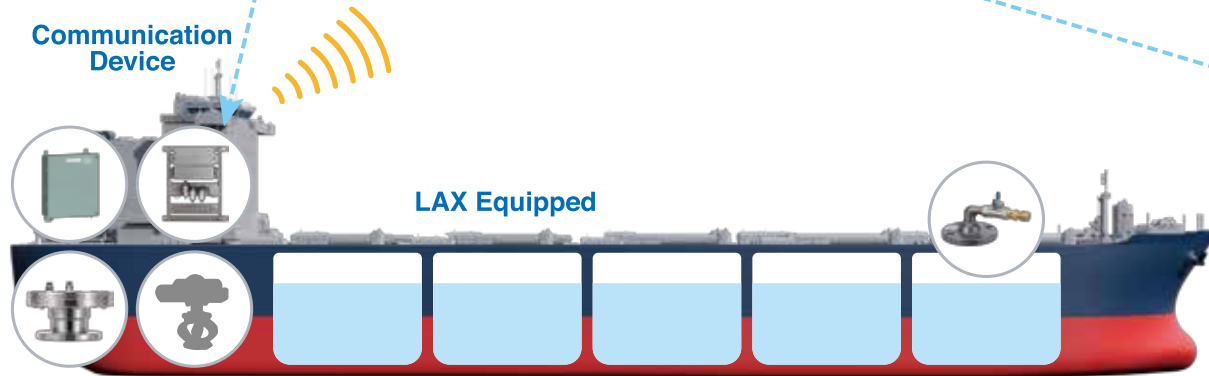
Communication Satellite



Onshore Office (ship management)



Communication Device



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