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Season's Greetings

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IHIMU completes Handymax bulk carrier ETERNAL TRIUMPH

IHI Marine United Inc. delivered the Future 56 (F56) type Handymax bulk carrier, ETERNAL TRIUMPH (HN: 3331) to Clio Marine Inc. at its Kure Shipyard on September 25, 2012.

The Future 56 type was developed for the flexible operation in worldwide trade. The vessel has five cargo holds, equipped with four deck cranes that can handle various cargoes such as coal, ore, grain, steel products, etc.

The electronically controlled main engine (Flex Engine) is installed to achieve superior economical ship operation. The engine can control combustion conditions regardless of the loading condition by adjusting fuel injection and exhaust valves at suitable timing. These mechanisms enhance saving of fuel oil consumption and reduction of emissions.

IHIMU designed the vessel with its sophisticated technology such as CFD analysis, 3D-FEM ship-model analy-



sis, walk-through simulation, and apparatus installation simulation utilizing CIM system "Ajisai" that IHIMU developed. These technologies help achieve good propulsion performance, economical operation, and good maneuverability.

Principal particulars

L (o.a.) x B x D: 190.00m x 32.26m x 18.10m
 DWT/GT: about 55,800t/31,600
 Main engine: DU-WARTSILA 6RT-Flex50 x 1 unit
 MCR: 8,890kW x 116.0rpm
 Classification: NK
 Completion: September 25, 2012

KHI delivers bulk carrier DONAU K to KWA 1692 Shipping S.A.

Kawasaki Heavy Industries, Ltd. delivered the 58,682DWT bulk carrier, DONAU K (HN: 1692), to KWA 1692 Shipping S.A. at its Sakaide Works on August 16, 2012. The vessel is the 19th bulk carrier of a 58,000DWT series developed by Kawasaki.

The vessel has a flush deck with a forecabin and five holds that are designed for optimum transport of

grains, coals, ores and steel products. Four 30t deck cranes are installed along the centerline between the hatch covers to enable cargo loading and unloading at ports with inadequate cargo handling facilities.

The vessel employs the latest in technology to achieve maximum fuel economy, including an energy-saving main diesel engine, highly efficient propellers, the Kawasaki rudder bulb

system with fins (RBS-F), as well as a bow designed to reduce wave resistance. These technologies all contribute to the enhanced propulsion performance.

The main engine and generator engine comply with Tier II NO_x emission standards set by the International Convention for the Prevention of Pollution from Ships.

Principal particulars

Length (o.a.): 197.00m
 Length (b.p.): 194.00m
 Breadth (mld.): 32.26m
 Depth (mld.): 18.10m
 Draught (mld.): 12.65m at full load
 DWT/GT: 58,682t/33,126
 Cargo hold capacity: 73,614m³
 Main engine: Kawasaki-MAN B&W 6S50MC-C7 diesel x 1 unit
 MCR: 8,630kW x 116rpm
 Speed, service: about 14.5kt
 Complement: 28
 Classification: NK
 Registry: The Cayman Islands



MES delivers 56,000DWT bulk carrier AM BREMEN

Mitsui Engineering & Shipbuilding Co., Ltd., (MES) recently delivered the 56,000DWT type bulk carrier, AM BREMEN (HN: 1830), to its owner Clio Marine Inc., Liberia. The vessel had been constructed at Tamano Works of MES. This is a Handymax type 56,000DWT bulk carrier with a large cargo hold capacity of more than 70,000m³ and marks the 146th ship of the series.

The series is highly appreciated in the market as "Mitsui's 56," and more than 170 units of this series have been ordered from MES.

1. The vessel is designed in accordance with IACS Common Structural Rules. As a result, structural safety and operational flexibility are improved.

The vessel is designed to have the following same features as "Mitsui's 56":

- (a) Good manageable size of 56,000DWT at the summer draft
 - (b) Length and draft in consideration for accessibility to world main ports
 - (c) Low fuel oil consumption based on good propulsive performance
2. The vessel has five cargo holds and four cranes for handling cargo.
 3. In order to load various kinds of

cargo, the vessel is designed to have enough strength of tank top of cargo holds and to be suitable for efficient cargo handling.

- (a) The size of hatch opening is the largest for this type of vessel in terms of both length and width.
 - (b) Each cargo hold has a sufficient clear length in order to load long pipes.
 - (c) Cargo hold is well strengthened to load heavy cargo such as hot coil etc.
4. The main engine is MITSUI-MAN B&W diesel engine 6S50MC-C, which is a light, compact and high output engine complying with MARPOL NO_x restriction for exhaust gas. It has good enough power margin to provide a high degree of flexibility (at normal service output = 75% maximum continuous output) and the lowest fuel oil consumption shall be realized by the optimum matching



at normal service output.

5. Ballast water can be changed during navigation for protection of marine environment.
6. Generator engines also comply with MARPOL NO_x restriction for exhaust gas.

Principal particulars

L (o.a.) x L (b.p.) x B x D:	189.99m x 182.00m x 32.25m x 18.10m
DWT/GT:	56,155t/31,753
Main engine:	MITSUI-MAN B&W 6S50MC-C diesel x 1 set
MCO:	9,480kW x 127.0rpm
Speed, service:	about 14.5kt
Complement:	24
Classification:	NK
Registry:	Panama
Delivery:	September 6, 2012

Naikai completes 27,200DWT open bulk carrier JULES GARNIER II

Naikai Zosen Corporation completed construction of the 27,454DWT open bulk carrier, JULES GARNIER II, for Sunny Durban Maritime S.A. at the Setoda Works on September 19, 2012. The vessel was built for transport of nickel ore in the area centered on New Caledonia.

The JULES GARNIER II is designed with the double-side shell for cargo holds, and the cargo hold shape is adaptable to cargo fluidity. The double-side shell structures allow easy maintenance of the cargo holds and prevent loss or outflow of cargoes and fuel oil to reduce external damage. The

cargo hold compartment consists of four holds, and three deck cranes are installed. The adoption of open hatch size will be applicable to any port facilities, enabling easy handling of the cargo.

For economical ship operation, the vessel uses the latest engine model and an energy-saving type rudder.

Principal particulars

Length, o.a.:	160.80m
Length, b.p.:	154.50m
Breadth, mld.:	26.00m
Depth, mld.:	14.00m
Designed draft, mld.:	9.88m
DWT/GT:	27,454t/16,715
Cargo hold capacity:	20,955.7m ³
Complement:	24
Main engine:	Hitachi MAN B&W 6S42MC7 diesel x 1 unit
MCR:	6,480kw x 136min ⁻¹
NOR (85%):	5,510kw x 129min ⁻¹
Speed, service:	about 14.5kt
Classification:	NK
Registry:	Panama
Completion:	September 19, 2012



MHI completes 8,000GT cargo and passenger ferry, FERRY NAMINOUE

Mitsubishi Heavy Industries, Ltd. (MHI) delivered the FERRY NAMINOUE, an 8,000GT-class cargo and passenger ferry to the co-owners, Japan Railway Construction, Transport and Technology Agency and A Line Ferry Co., Ltd. on September 19, 2012.

The ferry was designed and built at the Shimonoseki Shipyard & Machinery Works of MHI and is now plying a domestic route between Kagoshima and Okinawa.

The two engine and single screw propulsion system is adopted to save fuel oil consumption and reduce CO₂ emission. This propulsion system ensures redundancy in the event of main engine trouble.

The ferry can load vehicles onto the internal cargo space and 10ft containers on the forward exposed deck in two tiers. Such containers can also be loaded on the internal cargo space with a forklift. Four types of passenger cabins are available, including Japanese style and disabled facilities.

All public and barrier-free facilities are on Deck 4 provided with an entrance, restaurant, salon, gift shop and external promenade deck, so that passengers have access to those facilities from their cabins.

This ship has the innovative Mitsubishi Air Lubrication System (MALS) for the first time on a ferry of a slender hull form. MALS is MHI's proprietary technology that reduces frictional resistance between the ship hull and seawater by introducing a layer of air bubbles blown from the ship's bottom.

Principal particulars
L (o.a.) x L (b.p.) x B x D (at Deck 3) x d: 145.0m x 135.00m x 24.00m x 14.50m x 6.25m
GT: 8,072 (Japanese tonnage)
16,973 (International tonnage)



DWT: 3,833t
Main engine JFE 12PC2-6V diesel x 2
MCR: 6,070kW x 520min⁻¹/set
Propeller: CPP x 1
Speed, service: 21.0kt
Complement
Passengers: 707
Crew: 31
Cargo loading capacity
10ft containers x 312
8t trucks x 48
Cars x 72
Classification: Japanese Government,
Restricted greater coasting service
Flag: Japan (Amami)

Universal completes 205,000DWT bulk carrier, SHIN SUMA

Universal Shipbuilding Corporation delivered the SHIN SUMA, a 205,000DWT bulk carrier, at the Tsu Shipyard on August 29, 2012. The vessel is designed to carry bulk coal and iron ore between Asia and Australia more efficiently, and have flexibility for port restrictions. This is the seventh vessel of the new design se-

ries of Newcastle-max that is the most efficient as a shallow draft vessel and has a large cargo hold capacity.

The vessel has double side skin construction of the cargo holds to reduce flooding risk caused by side damage and improve cargo handling. Despite this construction, the cargo capacity is equivalent to that of previous single skinned Newcastle-max series. Furthermore, the new IMO rule, Performance Standards for Protective Coatings (PSPC) for water ballast tanks, is fully applied to the vessel in order to ensure better paint quality.



The vessel is

equipped with high propulsion-efficiency and energy-saving devices, SSD and Surf-Bulb. In addition, the bow above the waterline is shaped as the Ax-Bow that can decrease added wave resistance at sea.

Deck machinery such as windlasses and mooring winches and hatch covers are driven by electric-motor systems for oil leak prevention on the deck.

Principal particulars
L (o.a.) x L (b.p.) x B x D x d: 299.7m x 290.2m x 50.0m x 25.0m x 18.2m
DWT/GT: 206,396t/106,360
Loading capacity: 218,211m³
Main engine: MAN B&W 7S65ME-C diesel x 1 unit
Speed: 14.7kt
Complement: 25
Classification: NK
Completion: August 29, 2012

Sanoyas completes Handy Cape bulk carrier KITAURA

Sanoyas Shipbuilding Corp. delivered the 119,363DWT Handy Cape bulk carrier KITAURA to its owner Green Spanker Shipping, S. A. on August 28, 2012. The vessel was constructed at the Sanoyas Mizushima Shipyard.

The KITAURA is the seventh of the Sanoyas 120,000DWT-type Handy Cape bulker series. This is a sophisticated new vessel combining large deadweight with shallow draft, anticipating trade expansion for coal and iron ore in the future market. The vessel with wide beam and shallow draft can clear the restrictions of some ports for large bulk carriers and has been named 'Handy Cape' because this is most flexible of Cape size bulk carriers.

The improved propulsion efficiency of the vessel is achieved by a low-speed and long-stroke main engine combined with a high-efficiency propeller, and the Sanoyas energy saving device called "STF" (Sanoyas-Tandem-Fin (patent): max. 6% energy saving) on the stern shell, which also contributes to the reduction of CO₂ emissions.

This vessel applies the Common Structural Rules (CSR) of the Inter-

national Association of Classification Societies. Considering protection of the environment, various countermeasures such as fuel oil tanks with double hull structures, a holding tank for accommodation discharges and dirty hold bilge, and independent bilge segregation system for the engine room are incorporated.

For efficient cargo handling, cargo hatches are widened as much as possible and are the same width from No. 1 to No. 7 hatches. Dedicated freshwater tanks are provided for storing hold washing water generated by a large capacity type fresh water generator. In addition, a special fuel oil heating system is applied to fuel oil storage tanks to avoid cargo damage by overheating and save steam consumption.

The wooden furniture in the accommodation provides comfort for the officers and crew and safe maneuverability is achieved with the organized ar-

rangement and rear visibility in the wheelhouse.

Principal particulars

Owner:	Green Spanker Shipping, S.A.
Ship type:	Handy Cape bulk carrier
Hull No.:	1310
L (o.a.) x L (b.p.) B x D x d:	245.00m x 238.00m x 43.00m x 21.65m x 15.404m
DWT/GT:	119,363t/64,647
Cargo hold capacity:	135,717m ³ (grain)
Main engine:	MAN B&W 6S60MC-C diesel x 1 unit
MCR:	13,560kW
Speed, service:	about 14.6kt
Complement:	25
Classification:	NK
Delivered:	August 28, 2012



Shin Kurushima completes asphalt carrier, TASCO AMARIT

Shin Kurushima Dockyard Co. Ltd. has completed construction of the 7,532DWT asphalt carrier, TASCO AMARIT (HN: 5698), at the Shin Kurushima Hashihama Dockyard.

The vessel has been built by adopting an independent cargo tank system combined with a facility that is required for carrying cargo asphalt at a suitable temperature during trans-

port.

The latest technology is used for the vessel, which includes A.S. Fin, Turbo-ring, and K3-propeller. These eco-propulsion devices developed by Shin Kurushima demonstrated superior propulsion performance, which was verified at the sea trial. The main engine and diesel generators comply with the MARPOL Annex VI Tire 2 requirements. Thus, the vessel is also designed to cope with reducing the load on the environment.

The vessel satisfies the MLC 2006 requirements for facili-

ties, which were designed for comfortable onboard life of the crew and provided with improved accommodation environment.

Principal particulars

Hull No.:	5698
Ship type:	Asphalt carrier
L (o.a.) x L (b.p.) x B x D x d:	104.98m x 99.95m x 19.60m x 11.00m x 6.70m
DWT/GT:	7,532t/6,106
Main engine:	MAKITA-MAN B&W6L35MC6.1 diesel x 1 unit
NCR:	3,510kW x 203min ⁻¹
Speed, service:	13.9kt
Registration:	Thai
Classification:	NK
Completion:	July 27, 2012



CORAL OCEAN

Owner: Enju Ship Holding S.A.
 Builder: The Hakodate Dock Co., Ltd.
 Hull No.: 849
 Ship type: Bulk carrier
 L (o.a.) x B x D x d: 175.53m x 29.40m
 x 13.70m x 9.64m
 DWT/GT: 31,989t/19,815
 Main engine: Mitsubishi-
 6UEC45LSE diesel x 1 unit
 Service Speed: 14.4kt
 Classification: NK
 Complements: 24
 Completion: August 17, 2012

**NEW DELIGHT**

Owner: Panamanian owner
 Builder: Imabari Shipbuilding Co.,
 Ltd. (Saijo Shipyard)
 Hull No.: S-8122
 Ship type: Bulk carrier
 L (o.a.) x L (b.p.) x B x D x d: 291.98m
 x 283.80m x 45.00m x 24.70m x
 18.21m
 DWT/GT: 181,279t/92,752
 Main engine: Mitsui-MAN B&M
 7S70MC-C diesel x 1 unit
 MCR: 18,660kW x 91.0rpm
 Speed, service: 15.15kt
 Complement: 25
 Classification: NK
 Completion: October 10, 2012

**C.S. SUNSHINE**

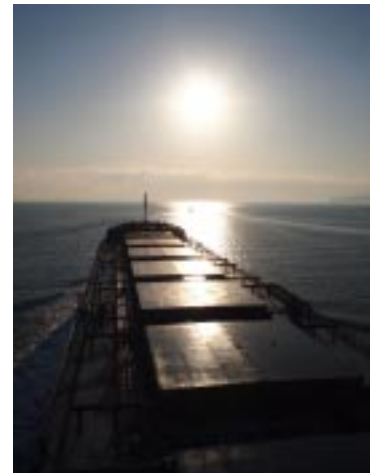
Owner: Caribstar Shipping, S.A.
 Builder: Oshima Shipbuilding Co.,
 Ltd.
 Hull No.: 10684
 Ship type: Bulk Carrier
 L (o.a.) x B x D x d (ext.): 228.41m x
 36.50m x 19.89m x 13.948m
 DWT/GT: 85,561t/46,700
 Main engine: MAN B&W 5S60MC-
 C7 diesel x 1 unit
 Speed, service: 14.3kt
 Registration: Panama
 Classification: NK
 Completion: August 24, 2012

**FPMC C ORIENT**

Owner: Formosa Plastic Marine Cor-
 poration.
 Builder: Universal Shipbuilding Corpo-
 ration
 Hull No.: S-131
 Ship type: VLCC
 L (o.a.) x L (b.q.) x B x D x d: 330.0m x
 316.0m x 60.0m x 29.7m x 21.5m
 DWT/GT: 297,412t/156,975
 Loading Capacity: 340,167m³
 Main engine: MAN B&W 7S80MC
 diesel x 1 unit
 Speed: 16.0kt
 Complement: 28
 Classification: BV/CR
 Completion: June 28, 2012

**HANJIN PORT
KAMSAR**

Builder: Tsuneishi Shipbuilding Co.,
 Ltd.
 Hull No.: 1462
 Ship type: Bulk carrier
 L (o.a.) x B x D x d: 228.99m x 32.26m
 x 20.05m x 14.40m
 DWT/GT: 82,518t/43,004
 Main engine: Mitsui MAN B&W
 6S60MC-C (Mark 7) diesel x 1 unit
 Speed, service: 14.5kt
 Registration: Panama
 Classification: KR
 Completion: September 11, 2012

**Sea trial at dawn**

The sea trial of a newbuilding 83,000DWT bulk carrier with dawn on the horizon. The vessel was built by the Mizushima Shipyard of Sanoyas Shipbuilding Corp.