



MHI delivers largest membrane type LNG carrier



Mitsubishi Heavy Industries, Ltd. (MHI) successfully delivered the SERI BAKTI (HN: 2220), a large membrane type LNG carrier with a tank capacity of 152,300m³, at the Nagasaki Shipyard & Machinery Works on June 29. The SERI BAKTI is the first ship of a series of five membrane type LNG carriers, ordered from MHI by Malaysia's largest shipping company, MISC, in 2004.

The newly designed hull form, together with the propulsion system, achieves higher efficiency and fuel saving. Targeted for worldwide trading, the ship has a high degree of compatibility with various LNG terminals. The fuel oil tanks are constructed in double hull form, which is an environment-friendly feature that contributes to reduce the risk of oil pollution.

The ship also achieves higher reliability and performance in its operation with the state-of-the-art MHI DCS (Distributed Control System). All five ships

will be delivered by 1Q 2009. The first three ships feature conventional steam turbines and the last two ships have Dual Fuel Diesel Engines (DFDE) for the main propulsion system.

Principal particulars of SERI BAKTI

Length, o.a.:	Approx. 289.80m
Length, b.p.:	276.80m
Breadth, mld.:	46.50m
Depth, mld.:	25.80m
Design draft (mld.):	11.25m
Gross tonnage:	105,335
Tank capacity:	152,944m ³
Speed, service:	19.0kt
Main engine:	Mitsubishi Marine Steam Turbine MS36-2A
Output:	24,500kW
Classification:	LRS



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Universal Shipbuilding Corp. completes 200,000 DWT Bulk Carrier, MINERAL NIPPON

Universal Shipbuilding Corporation delivered a 200,000 DWT Bulk Carrier, MINERAL NIPPON to Southern Route Maritime, S.A. at the Tsu Shipyard on March 30, 2007. The vessel is designed to carry bulk coal and iron ore between Asia and Australia more efficiently and to allow flexibility for port restrictions.

The vessel type is the Newcastlemaxim that is not only the

most efficient for shallow draft, but also has over 203,000DWT at scantling draft and large cargo hold capacity.

The vessel has high propulsion efficiency with the sophisticated hull form and the Surf-Bulb (Rudder Fin with Bulb) provided after the propeller. The ship is equipped with a long stroke, low speed, 2-stroke turbo-charged diesel engine, which attains

very high energy saving.

The bow above the waterline of the vessel is shaped as the Ax-Bow that can decrease added wave resistance at sea, and there are 9 holds and 9 large hatch covers for high suitability for loading and unloading operation.

MARPOL Annex VI is applied to reduce NO_x for prevention of air pollution. The ballast tank arrangement enables the vessel to carry out sequential ballast water exchange at open sea for prevention of marine pollution.

Principal particulars

Length (o.a.):	299.95m
Length (b.p.):	290.00m
Breadth (mld.):	50.00m
Depth (mld.):	24.10m
Draught (mld.):	17.88m
DWT:	203,275t
GT:	101,933t
Loading Capacity:	217,968m ³
Main engine:MAN B&W 6S70MC x	1 unit
Speed:	16.25kt
Complement:	25
Classification:	NK
Completion:	March 30, 2007



Tsuneishi completes 3.6 mil. CFT chip carrier

Tsuneishi Shipbuilding Company owned by Tsuneishi Holdings Corporation has completed the CHUETSU SPIRIT, a 3,600,000 cubic feet (about 102,000 cubic meters) chip carrier, at the Tsuneishi Works in Hiroshima Prefecture.

The carrier has six cargo holds that are ingeniously designed for efficient cargo-handling despite the deeper cargo holds compared with bulk carriers of the same DWT. The hold-size difference is due to low density of the chips. For energy saving, the carrier is equipped with the MOL propeller boss cap fin (PBCF), and improved propeller speed is adopted. This combined effect has decreased fuel consumption.

The carrier has obtained the Class NK M0 notification for the engine

room, which allows unattended engine operation for 24 hours.

Principal particulars

L (o.a.):	199.9m
Breadth:	32.2m
Depth:	22.75m
DWT:	about 49,350mt

GT:	about 40,300
Main engine:	Mitsui MAN B&W 6S50MC diesel x 1 unit
Speed, service:	14.6kt at designed draft
Classification:	NK



Koyo completes 180,200DWT bulk carrier SHIN-ZUI for San Clemente Shipping S.A.

Koyo Dockyard Co., Ltd. of the Imabari Group delivered the SHIN-ZUI, an 180,200DWT type bulk carrier, on Apr. 26, 2007 to San Clemente Shipping S.A. The carrier is the 12th of the series of Dunkirkmax type bulk

carriers delivered by Koyo Dockyard.

The SHIN-ZUI has nine cargo holds with topside tanks and hopper bottom, which are connected by trunks. The hatch covers are the side sliding type driven by an electro-hydraulic motor and chains.

The main engine is a low-speed, super long stroke, and 2-cycle diesel engine. Coupled with the highly efficient and large diameter propeller and equipped with a hybrid fin, an en-

ergy-saving device, the main engine fuel oil consumption has been reduced as a whole.

Principal particulars

Length (o.a.):	288.93m
Breadth (mld.):	45.00m
Depth (mld.):	24.70m
Draught (mld.):	18.15m
DWT:	180,200t
GT:	90,092
Main engine:	Mitsui MAN B&W 6S70MC-C diesel x 1 unit
MCR:	18,630 kW x 91.0rpm
Speed, service:	15.35kt
Complement:	25
Classification:	NK
Flag:	Panama
Completion:	Apr. 26, 2007



Naikai completes HANJIN NINGBO, 2,553TEU container carrier

Naikai Zosen Corporation completed HANJIN NINGBO (HN: 707), a container carrier with a carrying capacity of 2,553TEUs, at the Setoda Works. The carrier was delivered to

Peony Shipholding S.A. on July 19, 2007.

The container carrier has six cargo holds and is provided with ten cargo hatch openings. Each hold is fully equipped with cellguides. 250 reefer containers can be accommodated.

To reduce fuel oil consumption, the main engine is a long-stroke diesel engine to drive a large-diameter and five-blade propeller, which also improves the thrust force. The carrier has a bow thruster to facilitate berthing and unberthing, an autoheeling controller to ensure safety of cargo handling, and a collision avoidance assistance system for navigation safety.

Principal particulars

Length (o.a.):	199.93m
Length (b.p.):	188.00m
Breadth (mld.):	32.20m
Depth (mld.):	16.60m
Draft, designed (mld.):	9.80m (ext.)
DWT:	33,632t
GT:	27,104t
Main engine:	Hitachi MAN B&W 7S70MC-C diesel x 1 unit
MCR:	21,735kW (29,540ps) 91min ⁻¹
NCR (90%):	19,560kW (26,580ps) 88min ⁻¹
Speed, service:	abt. 22.2kt
Complement:	25
Classification:	NK
Completion:	July 19, 2007

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New JSEA President appointed



Mr. Nishioka, new JSEA President

The 93rd Annual General Meeting of the Japan Ship Exporters' Association (JSEA) selected 30 directors and two auditors in Tokyo on May 22, 2007. Subsequently, the 544th Directors' Meeting selected Mr. Takashi Nishioka, Chairman of Mitsubishi Heavy Industries, Ltd. as the new

JSEA President. Mr. Nishioka's tenure will last the usual two years. Mr. Nishioka has just completed a two-year term as Chairman of the Shipbuilders' Association of Japan (SAJ), having held the position since 2005. At the same meeting, three Executive Vice Presidents of the JSEA were appointed: Mr. Akira Matsuda, Senior Executive Vice President, Member of the Board of Marubeni Corporation; Mr. Sho Minami, Company CEO of Oshima Shipbuilding Co., Ltd. and Mr. Takao Sunami, Executive Managing Officer, Chief Operating Officer, Marine & Aerospace Business Unit of Mitsui & Co., Ltd. Mr. Mototsugu Ito, the former President of the JSEA, was also appointed as a new Advisor to the JSEA at the meeting.

New SAJ Chairman appointed

The annual general meeting of the Shipbuilders' Association of Japan (SAJ) held on June 19 elected Mr. Masamoto Tazaki as the Chairman. Mr. Tazaki is concurrently Chairman of Kawasaki Heavy Industries, Ltd.



Mr. Tazaki, new SAJ Chairman

MES completes 230,000DWT ore carrier, NSS HONESTY

Mitsui Engineering & Shipbuilding Co., Ltd. (MES) has completed the 230,000DWT ore carrier, NSS HONESTY (HN:1647), at its Chiba Works and delivered the vessel to Heyday Shipping S.A. NSS HONESTY is a sister vessel to NSS CONFIDENCE delivered by MES in February 1999.

The cargo hold arrangement allows the vessel to carry out efficient cargo handling at its loading ports in Australia. The main engine is the Mitsui MAN B&W 6S80MC type, which satisfies the IMO environmental standards of exhaust gas and achieves massive improvement of fuel saving by optimum matching at the normal service output.

The generator engine also satisfies the IMO standards of exhaust gas. For preservation of the marine environment, ballast water can be changed during navigation.

Principal particulars

Length (o.a.): 327.0m

Length (b.p.):	313.00m	6S80MC diesel x 1 unit
Breadth (mld.):	52.00m	MCO: 21,840kW x 79rpm
Depth (mld.):	24.30m	Speed: 15.55kt
Draft (mld.):	18.10m	Complements: 30
Deadweight Tonnage:	229,548t (d=18.133m)	Classification Society: NK
Gross Tonnage:	113,628t	Completion: April 27, 2007
Main Engine:	Mitsui-MAN B&W	



Japanese shipbuilding features today at NOR-SHIPPING 2007

NOR-SHIPPING 2007, the 21st international shipping exhibition and conference organized by Norges Varemesse (Norway Trade Fairs), was held at the Lillestrom Exhibition Centre in Lillestrom, Norway, from June 12 through 15. 828 companies from 42 nations participated, and the exhibition was visited by an estimated 13,745 people.

The Japan Ship Exporters' Association (JSEA) participated in the exhibition in cooperation with The Shipbuilders' Association of Japan and 12 Japanese shipbuilding companies under a grant from The Nippon Foundation, to showcase the Japanese shipbuilding industry today.

The JSEA stand located by the main entrance of the exhibition center used an area of 240m² for 12 shipbuilders, and formed the Japanese stand area together with the adjoining Japanese Marine Equipment Association (JSMEA). Shipbuilding features of each shipbuilder were dem-



Mr. Nishioka, Ambassador Yamaguchi, Mr. Nakashima (from left)

onstrated using plasma vision screens, photographs, and scale models. Expert attendants from the shipbuilders received visitors to provide further explanations. PR videotapes of 12 companies were digitized for display on two 80-inch screens at the exhibi-

tion with the support of the Nippon Foundation. This collaborative exhibition procedure was a great success in demonstrating the whole shipbuilding industry.

At 9:00AM on June 12, the Japanese stand was opened by Mr. H. Yamaguchi, the Japanese Ambassador to Norway; Mr. T. Nishioka, president of JSEA; and Mr. M. Nakashima, vice chairman of JSMEA, and at 9:30AM, the official opening took place in the presence of King Harald V of Norway and many honorable guests from related circles including the sponsors.

A cocktail party was held in the evening on June 13 at the Radisson SAS Scandinavia Hotel, Oslo, co-sponsored by Ambassador Yamaguchi and Mrs. Yamaguchi as well as the JSEA president Nishioka and Mrs. Nishioka. About 700 guests joined from various circles including Norwegian shipowners. Mr. Minami, JSEA vice president, also received the guests at the party.



From left are Mr. Minami, Mrs. Nishioka, Mr. Nishioka, Mrs. Yamaguchi, and Ambassador Yamaguchi (left photo) and the guests at the cocktail party (right photo)



Ambassador Yamaguchi (3rd from right) at Japanese stand and visitors at the Japanese stand (right photo)

POLLUX

Owner: Format Shipping Company Limited
Builder: The Hakodate Dock Co., Ltd.
Hull No.: 811
Ship type: Bulk carrier
L (o.a.) x L (b.p.) x B x D x d: 167.00m x 29.40m x 13.70m x 9.64m
DWT/GT: 32,017t/19,846t
Main engine: Mitsubishi-6UEC52LA diesel x 1 unit
Speed: 14.4kt
Classification: NK
Completion: Apr. 17, 2007

**CORAL GARNET**

Owner: Lua Line S.A.
Builder: Sanoyas Hishino Meisho Corp.
Hull No.: 1251
Ship type: Bulk carrier
L (o.a.) x L (b.p.) x B x D x d: 225.00m x 217.00m x 32.26m x 19.30m x 13.995m
DWT/GT: 75,674mt/38,893t
Cargo hold capacity: 89,201m³ (grain)
Main engine: MAN B&W 7S50MC-C diesel x 1 unit
MCR: 12,200ps
Speed, service: 14.5kt
Classification: NK
Completion: Apr. 25, 2007

**SHINING BLISS**

Owner: "K" Line Pte Ltd
Builder: Namura Shipbuilding Co., Ltd.
Hull No.: 266
Ship type: Bulk carrier
L (o.a.) x L (b.p.) x B x D x d: 224.99m x 217.00m x 32.26m x 19.50m x 14.078m
DWT/GT: 76,939t/40,717t
Main engine: B&W 6S60MC (Mk 6) diesel x 1 unit
Output: 9,930kW x 105.0rpm
Speed, service: 15.83kt
Classification: NK
Completion: Apr. 19, 2007

**NORD OPTIMISER**

Owner: Pine Maritime Corporation
Builder: Onomichi Dockyard Co., Ltd.
Hull No.: 522
Ship type: Product tanker
L (o.a.) x L (b.p.) x B x D x d: 182.50m x 172.60m x 32.20m x 18.10m x 12.617m
DWT/GT: 47,371t/26,900t
Cargo tank capacity: 53,682.1m³
Main engine: Mitsui MAN B&W 6S50MC (Mk 6) diesel x 1 unit
Output: 8,580kW x 127min⁻¹
Speed, service: 15.0kt at d = 12.600m (ext.)
Classification: NK
Completion: Apr. 13, 2007

**BM BONANZA**

Owner: MI-DAS LINE S. A.
Builder: Sumitomo Heavy Industries Marine & Engineering Co., Ltd.
Hull No.: 1330
Ship type: Tanker
L (o.a.) x L (b.p.) x B x D x d: 237.71m x 229.00m x 42.00m x 12.19m x 14.85m
DWT/GT: 105,400t/56,172t
Main engine: DU-Sulzer 6RTA58T diesel x 1 unit
MCR: 12,000kW x 103rpm
Speed, service: about 14kt
Classification: LRS
Completion: July 19, 2007

**AZALEA ISLAND**

Owner: Ambitious Line S.A.
Builder: Oshima Shipbuilding Co., Ltd.
Hull No.: 10430
Ship type: Bulk Carrier
L (o.a.) x B x D x d: 255.22m x 43.00m x 19.39m x 13.44m
DWT/GT: 106,445t/58,107t
Main engine: MAN B&W 6S60MC x 1 unit
Speed, service: 14.3kt
Classification: NK
Completion: Jan. 15, 2007

