



IHIMU completes 300,000DWT double-hull VLCC, FPMC C KNIGHT



IHI Marine United Inc. delivered the 300,000DWT double-hull VLCC, FPMC C KNIGHT to FPMC Knight Marine Corp. at its Kure Shipyard on Feb. 25, 2011.

The FPMC C KNIGHT has been developed with the maximum deadweight with the draft to pass the Strait of Malacca, and has following features.

Superior economical operation in worldwide trades (Persian Gulf-Far East trade) can be achieved with optimized arrangement of cargo oil tanks, ballast tanks, and other compartments, which results in the maximum cargo loading capacity at shallow draft condition.

Superior propulsion performance, economical operation, and good maneuverability of the ship are achieved thanks

to the sophisticated technology and engineering, which include CFD analysis, 3D-FEM ship model analysis, walk-through simulation, and apparatus hull-block installation simulation utilizing CIM system "Ajisai," which IHIMU developed.

Principal particulars

L (o.a.) x B x D x d:	333.0m x 60.0m x 29.0m x 20.6m
DWT/GT:	Approx. 302,000t/159,869
Main engine:	DU-WARTSILA 7RTA84TB diesel x 1 unit
MCR:	27,160kW x 74.0rpm
Speed, service:	15.70kt
Classification:	ABS
Completion:	Feb. 25 2011



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MES completes 174,800DWT bulk carrier, FRONTIER FALCON

Mitsui Engineering & Shipbuilding Co., Ltd. (MES) completed 174,800DWT bulk carrier, FRONTIER FALCON (HN: 1767), which had been under construction at its Chiba Works, and delivered the ship to her owner Clio Marine Inc., Liberia, on Mar. 29, 2011

This is the 6th ship of newly designed Capesize bulk carrier of Dunkerque-Max type achieving effective cargo handling, easy cargo hold maintenance and enhanced safety of hull construction by adoption of double sideskin of cargo holds.

This is the first ship to which New IMO's Performance Standard for Sea Water Ballast Tank Coating (PSPC) is applied. This ship, with an improved structural configuration, provides almost the same cargo hold capacity as the conventional single sideskin vessels.

This ship is designed in accordance with the Common Structural Rules (CSR) of IACS and achieves a good balance between flexibility of operation and enhanced structural safety. Means of access in the cargo hold based upon SOLAS regulations has

achieved safe and efficient inspection. Enhanced safety is assured by satisfying new regulations for forecastle arrangement and bow part to reserve buoyancy. Due consideration is made to preserve the environment by satisfying the fuel oil tank protection rules of MARPOL.

The main engine, MITSUI-MAN B&W diesel engine 6S70MC-C, satisfies IMO environment standards for exhaust gas and improves fuel saving. The electronically controlled cylinder oil supply system contributes to operational cost saving.

Separation between topside ballast tank and bottom side ballast tank makes de-ballasting efficient. IMO's

Performance Standards for Protective Coatings (PSPC) is applied to the paintings in ballast tanks to ensure advanced quality of paint and anti-corrosiveness.

Principal particulars

L (o.a.) x L (b.p.) x B x D:	292.00m x 282.00m x 44.98m x 24.70m
DWT/GT:	176,820t/92,250
Main engine:	MITSUI-MAN B&W 6S70MC-C diesel x 1 unit
MCO:	18,660kW x 91rpm
Speed:	15.5kt
Complement:	25
Classification:	NK
Registry:	Panama
Delivery:	Mar. 29, 2011



Imabari completes open hatch bulker, ATACAMA QUEEN

The 51,213DWT open hatch bulk carrier, ATACAMA QUEEN, was built at Imabari Shipyard of Imabari Shipbuilding Co., Ltd. and delivered to Kaleidoscope Shipping S.A. in February 2011.

Double hull construction has been applied to the cargo holds and fuel oil tanks to reduce flooding risk due to

the side shell damage. The vessel has five box shape cargo holds, five wide hatches, and four deck cranes to facilitate cargo handling such as steel products and bulk cargoes including grain. Nos. 1, 3 and 5 cargo holds can accommodate heavy bulk cargoes alternately. No. 2 and 4 cargo holds can be used as ballast holds for control-

ling the air draught while loading and unloading work at ports.

The vessel has the energy saving device called Hybrid Fin which is two-dimensional airfoil fin, and asymmetric airfoil fins located behind the propeller for high propulsion efficiency.

Principal particulars

L (o.a.) x L (b.p.) x B x D x d:	182.98m x 178.00m x 32.26m x 17.45m x 12.331m
DWT/GT:	51,213t/30,655
Cargo hold capacity:	59,675m ³
Main engine:	Mitsui-MAN B&W 6S50MC-C (Mk 7) diesel x 1 unit
MCR:	7,700kW x 104rpm
Speed, service:	14.5 kt
Complement:	25
Classification:	NK
Delivery:	Feb. 10, 2011



KHI delivers bulk carrier, STENIA COLOSSUS

Kawasaki Heavy Industries, Ltd. delivered the bulk carrier, STENIA COLOSSUS (HN: 1677), to "K" Line Pte. Ltd. at its Sakaide Shipyard on Mar. 16, 2011. This 197m long vessel is the fifth state-of-the-art bulk carrier with a capacity of 58,000 DWT developed by Kawasaki.

The vessel has a flush deck with forecastle and five holds that are designed for optimum transport of grains, coals, ores, and steel products. Four 30-ton deck cranes are installed along the center in between hatch covers to enable cargo loading and unloading at ports that lack cargo handling facilities.

The vessel is fully compliant with the new bulk carrier hull strength rules (IACS Common Structural Rules) for enhanced safety. The bulk carrier's anticorrosion coatings, complying with the new performance standards for ballast tank protective

coatings (PSPC), ensure paint quality that is better than ever. The vessel employs double-hull fuel oil tanks to prevent marine pollution.

The vessel employs the latest 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, which all contribute to the enhanced propulsion performance.

Principal particulars

L (o.a.) x L (b.p.) x B x D x d: 197.00m x 194.00m x 32.26m x 18.10m x



12.65m	
DWT/GT:	58,731t/33,096
Cargo hold capacity:	73,614m ³
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
Registration:	Singapore

MHI completes large Ro/Ro vessel, TØNSBERG

Mitsubishi Heavy Industries, Ltd. (MHI) has completed construction of the TØNSBERG (HN: 2262), one of the world's largest Ro/Ro vessels and successfully delivered it to Wilhelmsen Lines Shipowning Malta Ltd (Wilh. Wilhelmsen Holding ASA (W/W)) at its Nagasaki Shipyard & Machinery Works. The TØNSBERG is the first vessel of the W/W's fifth generation Ro/Ro vessel.

The vessel has nine decks including 3 hoistable decks. High and heavy cargo units are loaded on the strengthened decks of the Nos. 1 to 5 and 7. Deck Nos. 4B, 6 and 8 are hoistable decks allowing variation of cargo. These deck panels are operated by electric driven winches and constructed of steel frame and plywood top plate to save weight. The vessel has single stern ramp on starboard-

side aft, the capacity and sizes of which is 505 ton and 44.5m long x 12m (shore side)/25m (inboard side) wide.

The main engine is an electronically controlled type diesel engine (MAN B&W 7L70ME-C8) and three types of generators, three sets of diesel generators, one shaft generator and one turbo generator, are adopted. Considering environmental protection, the ballast water treatment system (Unitor by Wilhelmsen Technical Solutions) is installed to prevent transfer of harmful microorganisms between ecosystems.

Principal particulars

L (o.a.) x L (b.p.) x B x D x d:	265m x 250m x 32.26m x 33.22m x 12.3m
DWT/GT:	43,880t/74,622
Main engine:	MAN B&W 7L70ME-C8 diesel x 1 unit
MCR:	20,100kW
Speed, service:	abt. 20.25kt
Complement:	36
Classification:	DNV
Completion: Mar.	18, 2011



Sanoyas completes Panamax bulk carrier, KM YOKOHAMA

Sanoyas Hishino Meisho Corp. completed the PANAMAX bulk carrier, KM YOKOHAMA, for MI-DAS LINE S.A. at the Mizushima Works and Shipyard on Mar. 16, 2011. The vessel complies with the Common Structural Rules (CSR) of the International Association of Classification Societies.

The KM YOKOHAMA is the 20th of the Sanoyas 83,000DWT Panamax bulk carrier series that features the largest deadweight and cargo hold capacity in the world as a Panamax bulk carrier.

The improved propulsion efficiency of the vessel is attained by employment of 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 possible) on the stern shell, which also contributes to the reduction of CO₂ emissions.

Cargo hatches are widened as much as possible for efficient cargo handling. Dedicated fresh water tanks are provided for storing hold washing water generated by a large-capacity



fresh water generator. In addition, special fuel oil heating system is applied to fuel oil storage tanks to avoid cargo damage by overheating and save the steam consumption.

Various countermeasures are incorporated for the environmental conservation, which include fuel oil tanks of double hull structures, holding tank for accommodation discharges and dirty hold bilge, and independent bilge segregation system for the engine room.

Principal particulars

L (o.a.) x L (b.p.) x B x D x d: 229.00m
x 224.00m x 32.24m x 20.20m x
14.598m
DWT/GT: 83,480t/44,366
Cargo hold capacity (grain): 96,121m³
Main engine: MAN B&W 6S60MC-C
diesel x 1 unit
MCR: 10,740kW
Speed, service: abt. 14.0kt (at c.s.o.
with 15% sea margin)
Complement: 25
Classification: NK
Port of registry: Panama
Delivery: Mar. 16, 2011

Universal completes Panamax bulk carrier, KEY FRONTIER

Universal Shipbuilding Corporation delivered the 80,000DWT bulk carrier, KEY FRONTIER, at the Maizuru Shipyard on Feb. 23, 2011. This is the 14th vessel of the newly designed Panamax bulk carrier and has the largest deadweight and cargo hold capacity within the restriction of the

length overall for the Panamax bulk carrier using various independent technology.

The bow shape, called the Ledge-Bow, reduces the added wave resistance not only at the laden condition but also the ballast condition. The Ledge-bow is newly developed and

has superior performance at the sea compared with the Ax-Bow, which is employed by more than 90 vessels.

The vessel has high propulsion efficiency and energy saving, being equipped with the Surf-Bulb (Rudder fin with bulb) after the propeller and SSD (Super Stream Duct) in front of the propeller.

Principal particulars

L (o.a.) x L (b.p.) x B x D x d: 225m x
222m x 32.26m x 20m x 14.38m
DWT/GT: 80,679t/42,709
Cargo hold capacity: 95,980m³
Main engine: MAN B&W 7S50MC-C
diesel x 1 unit
Sea speed: 14.6kt
Complement: 25
Classification: NK
Completion: Feb. 23, 2011



New JSEA President appointed

The 102nd Annual General Meeting of the Japan Ship Exporters' Association (JSEA) selected 29 directors and two auditors in Tokyo on May 20, 2011. Subsequently, the 571st Directors' Meeting selected Mr. Takao Motoyama, Chairman and Representative Director of Mitsui Engineering and Shipbuilding Co., Ltd. as the new JSEA President. Mr. Motoyama's tenure will last the usual two years. Mr. Motoyama will complete a two-year term as Chairman of the Shipbuilders' Association of Japan (SAJ) on



New President Motoyama

June 21, 2011, having held the position since 2009.

At the same meeting, four Executive Vice Presidents of the JSEA were appointed: Mr. Sho Minami, Company CEO of Oshima Shipbuilding Co., Ltd.; Mr. Kazuo Ohmori, Member of the board and Executive Vice President of Sumitomo Corporation; Mr. Shigemi Kurahara, President of IHI Marine United Inc.; and Mr. Toshihiko Kita, Executive Officer and Senior General Manager, Marine & Aerospace Unit of Sojitz Corporation.

Japanese shipbuilding industry at NOR-SHIPPING 2011

NOR-SHIPPING 2011, the 23rd international shipping exhibition and conference organized by Norway Trade Fairs (NORGE SVAREMmesse), was held at the Lillestrom Exhibition Centre in Lillestrom, Norway, from May 24 through 27. 1,090 companies from 54 nations participated, and the exhibition was visited by an estimated 16,235 people.

At 9:00AM on May 24, the Japanese stand was opened by Mr. A. Shirota, the Japanese Ambassador to Norway, Mr. T. Motoyama, president of JSEA, and Mr. Z. Akasaka, chairman of JSMEA.

A cocktail party was held in the evening on May 25 at the Radisson

Blu Scandinavia Hotel, Oslo, co-sponsored by Ambassador Shirota and Mrs. Shirota as well as the JSEA president Mr. Motoyama. About 700 guests joined from various circles including Norwegian shipowners.

The Japan Ship Exporters' Association (JSEA) participated in the exhibition in cooperation with The Shipbuilders' Association of Japan and 12 Japanese shipbuilders under a grant from The Nippon Foundation, to display the Japanese shipbuilding industry today, using photos, scale-model ships, and a liquid crystal display system.

The JSEA stand located by the main entrance of the exhibition center used an area of 240m² for 12 ship-

builders, and formed the Japanese stand area together with the adjoining Japanese Marine Equipment Association (JSMEA). Shipbuilding features of each shipbuilder were demonstrated using liquid crystal display system, 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 a 42-inch liquid crystal display system at the exhibition with the support of the Nippon Foundation. This collaborative exhibition procedure was a great success in demonstrating the whole shipbuilding industry.



From left are Mr. Motoyama, JSEA president, Mr. Shirota, the Japanese Ambassador to Norway, and Mr. Akasaka, JSMEA chairman, at the opening ceremony (left photo), and the right photo is a cocktail party held on May 25.

MARATHA PARAMOUNT

Owner: Sea King LLC
 Builder: The Hakodate Dock Co., Ltd.
 Hull No.: 852
 Ship type: Bulk carrier
 L (o.a.) x B x D x d: 75.53m x 29.40m x 13.70m x 9.640m
 DWT/GT: 32,081t/19,785
 Main engine: Mitsubishi 6UEC45LSE diesel x 1 unit
 Speed, service: 14.4kt
 Complements: 24
 Classification: NK
 Registration: Majuro
 Completion: Apr. 27, 2011



NSU INSPIRE

Owner: Hosei Shipping S.A.
 Builder: Namura Shipbuilding Co., Ltd.
 Hull No.: 322
 Ship type: Ore carrier
 L (o.a.) x B x D x d: 329.95m x 57.00m x 25.10m x 18.00m
 DWT/GT: 250,813t/132,868
 Main engine: MAN-B&W 7S80MC-C7 diesel x 1 unit
 Speed, service: About 15.00kt
 Complement: 25
 Classification: NK
 Completion: Mar. 30, 2011



NORD PEAK

Owner: Norden Shipping Pte. Ltd.
 Builder: Oshima Shipbuilding Co., Ltd.
 Hull No.: 10548
 Ship type: Bulk carrier
 L (o.a.) x B x D x d: 199.98m x 32.26m x 18.33m x 12.845m
 DWT/GT: 61,649t/33990
 Main engine: KAWASAKI MAN B&W 6S50MC-C diesel x 1 unit
 Speed, service: 14.5kt
 Registration: Singapore
 Classification: DNV
 Completion: Mar. 10, 2011



PAMISOS

Owner: Lorelle Shipping Inc.
 Builder: Sumitomo Heavy Industries Marine & Engineering Co., Ltd.
 Hull No.: 1359
 Ship type: Tanker
 L (o.a.) x B x D: 228.60m x 42.00m x 21.50m
 DWT/GT: 105,000t/56,000
 Main engine: Mitsui MAN B&W 6S60MC-C diesel x 1 unit
 Speed, service: About 14.8kt
 Classification: LR
 Completion: Jan. 21, 2011



JIPRO NEFTIS

Owner: Jipro Shipping S.A.
 Builder: Shin Kurushima Dockyard Co., Ltd.
 Hull No.: S-5543
 Ship type: Chemical/oil tanker
 L (o.a.) x B x D x d: 174.43m x 27.70m x 16.00m x 10.02m
 DWT/GT: 34,858t/20,333
 Main engine: 6UEC50LS II diesel x 1 unit
 Speed, service: 15.5kt
 Registration: Panama
 Classification: NK
 Completion: May 10, 2011



JIN CHAO

Owner: Xing Long Maritime S.A.
 Builder: Sasebo Heavy Industries Co., Ltd.
 Hull No.: S783
 Ship type: Bulk carrier
 L (o.a.) x B x D x d: 225m x 32.20m x 19.80m x 14.136m (ext.)
 DWT/GT: 75,008t/40,339
 Main engine: Mitsui MAN B&W 7S50MC-C diesel x 1 unit
 Speed, service: 14.5 kt
 Registration: Hong Kong
 Classification: NK
 Completion: Apr. 21, 2011

