

# EVER GREET 20,160 TEU Containership 90

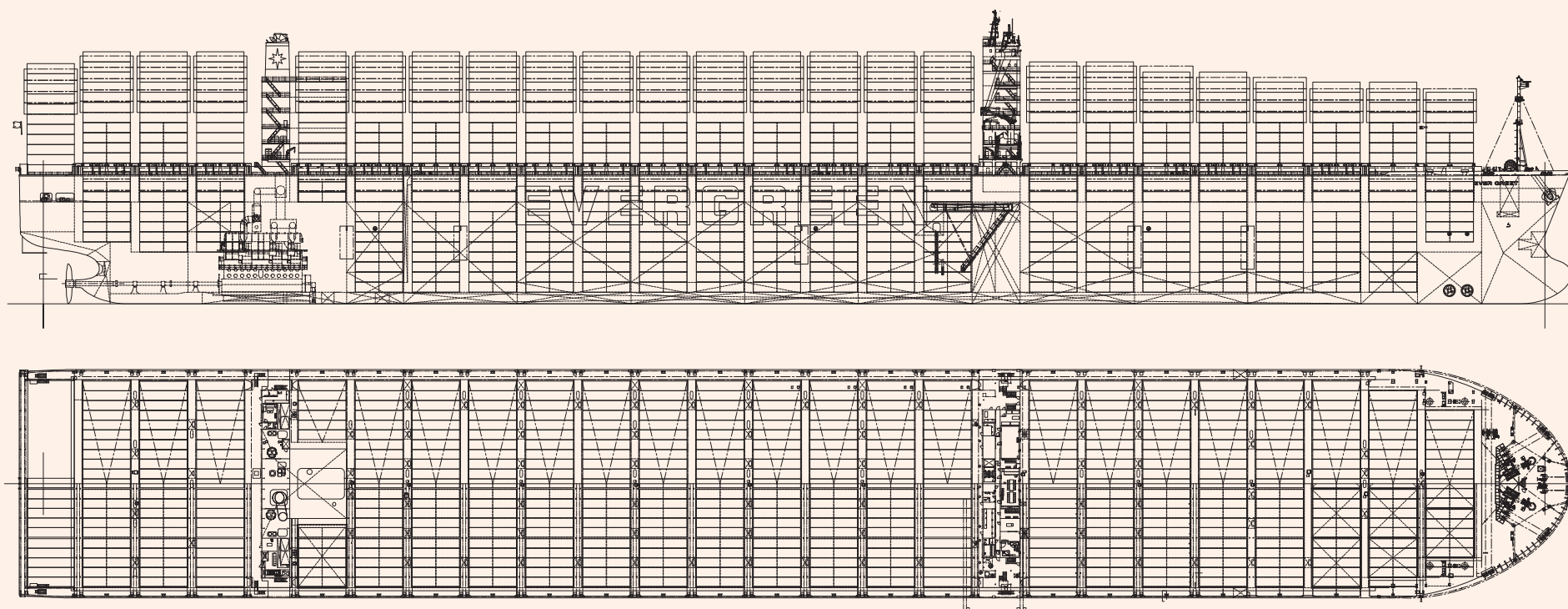
☐ Contents ☐ By Builder ☒ By Ship Type





# EVER GREET 20,160 TEU Containership 90

☐ Contents ☐ By Builder ☒ By Ship Type



## PRINCIPAL PARTICULARS

Length (o.a.) ..... 399.98 m  
 Breadth (mld.) ..... 58.80 m  
 Depth (mld.) ..... 32.90 m  
 Draft (ext.) ..... 16.025 m (Summer draft)  
 Gross tonnage ..... 219,688  
 Deadweight ..... 198,937 MT

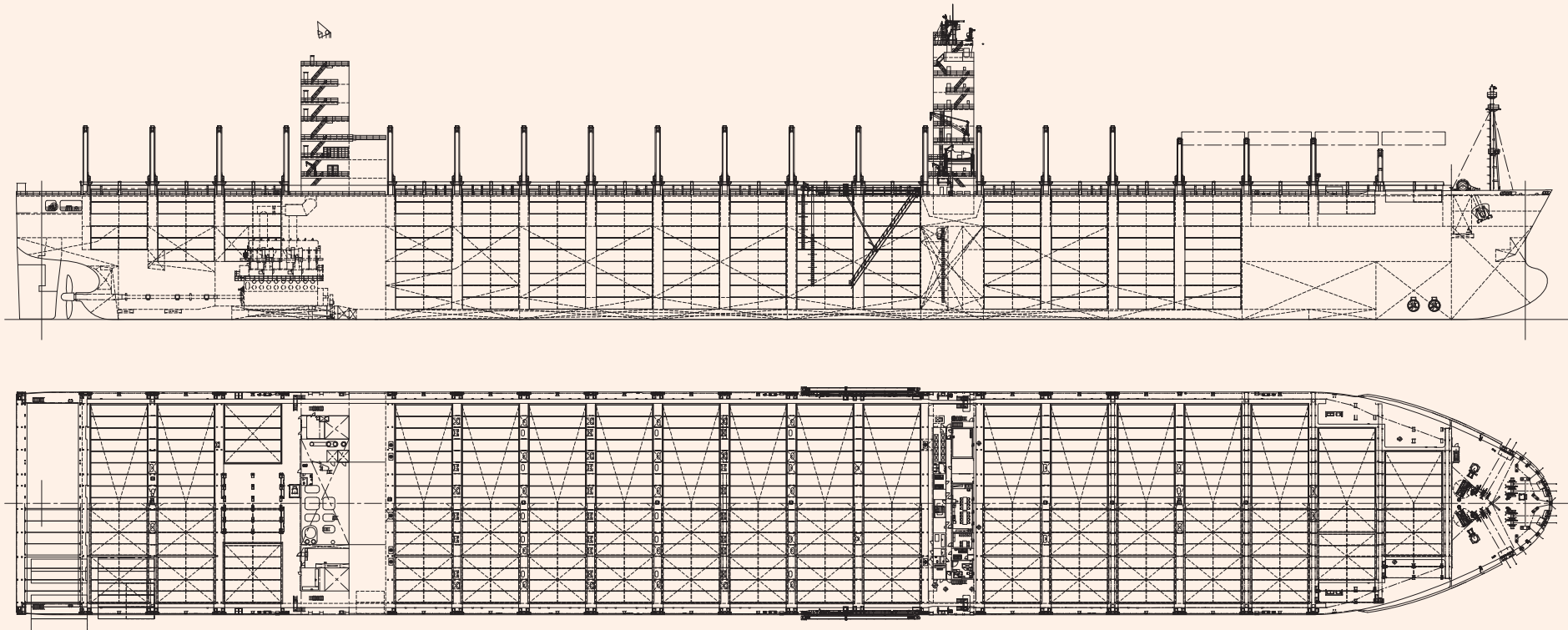
Main engine ..... MITSUI-MAN B&W 11G95ME-C9.5  
 MCR (kw $\times$ min<sup>-1</sup>) ..... 59,300 kW  $\times$  79.0 min<sup>-1</sup>  
 Speed (service) ..... abt. 22.8 knots  
 Complement ..... 32 Persons  
 Classification ..... ABS  
 Loading capacity (container) ..... 20,160 TEU  
 Builder ..... Imabari Shipbuilding Co., Ltd. / Marugame HQ

# YM TRAVEL 11,714 TEU Containership 91

☐ Contents ☐ By Builder ☒ By Ship Type



# YM TRAVEL 11,714 TEU Containership 91

[Contents](#) [By Builder](#) [By Ship Type](#)

## PRINCIPAL PARTICULARS

Length (o.a.) ..... 333.95 m  
Breadth (mld.) ..... 48.40 m  
Depth (mld.) ..... 26.80 m  
Draft (ext.) ..... 16.023 m (Summer draft)  
Gross tonnage ..... 118,523  
Deadweight ..... 136,899 MT

Main engine ..... MITSUI-MAN B&W 9S90ME-C10.5  
MCR (kW×min<sup>-1</sup>) ..... 41,080 kW × 76.0 min<sup>-1</sup>  
Speed (service) ..... abt. 23.0 knots  
Complement ..... 30 Persons  
Classification ..... ABS  
Loading capacity (container) ..... 11,714 TEU  
Builder ..... Imabari Shipbuilding Co., Ltd. / Hiroshima Shipyard

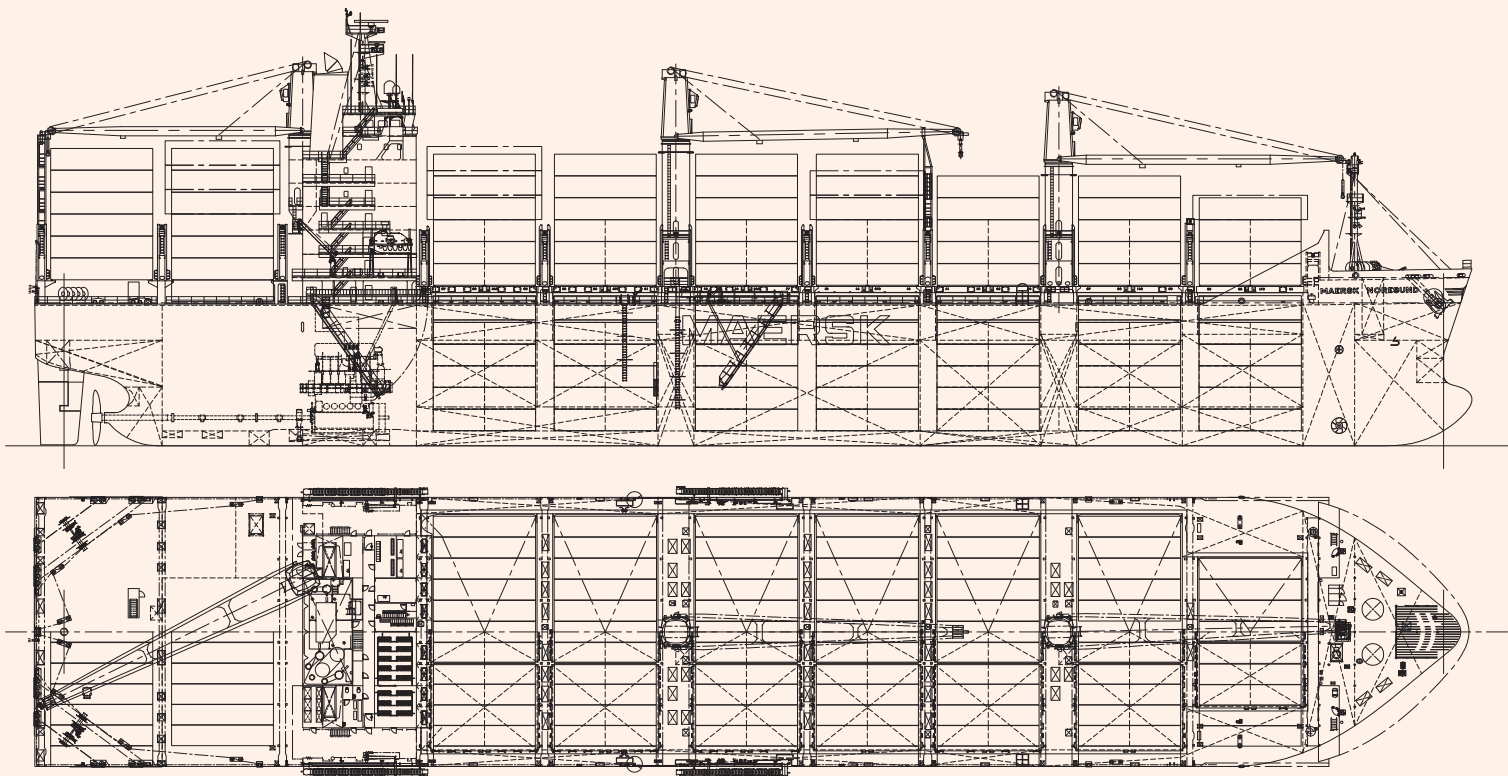


# MAERSK NORESUND 2,086 TEU Containership 92

☐ Contents ☐ By Builder ☒ By Ship Type



MAERSK NORESUND 2,086 TEU Containership 92



PRINCIPAL PARTICULARS

Length (o.a.)	171.93 m
Breadth (mld.)	32.20 m
Depth (mld.)	16.80 m
Draft (ext.)	10.016 m (Summer draft)
Gross tonnage	25,805
Deadweight	28,697 MT

Main engine	MITSUI-MAN B&W 6S60ME-C10.5-EGRBP
MCR (kwxmin <sup>-1</sup> )	13,500 kW × 102 min <sup>-1</sup>
Speed (service)	abt. 18.0 knots
Complement	25 Persons
Classification	NIPPON KAIJI KYOKAI (NK)
Loading capacity (container)	2,086 TEU
Builder	Imabari Shipbuilding Co., Ltd. / Imabari Shipyard

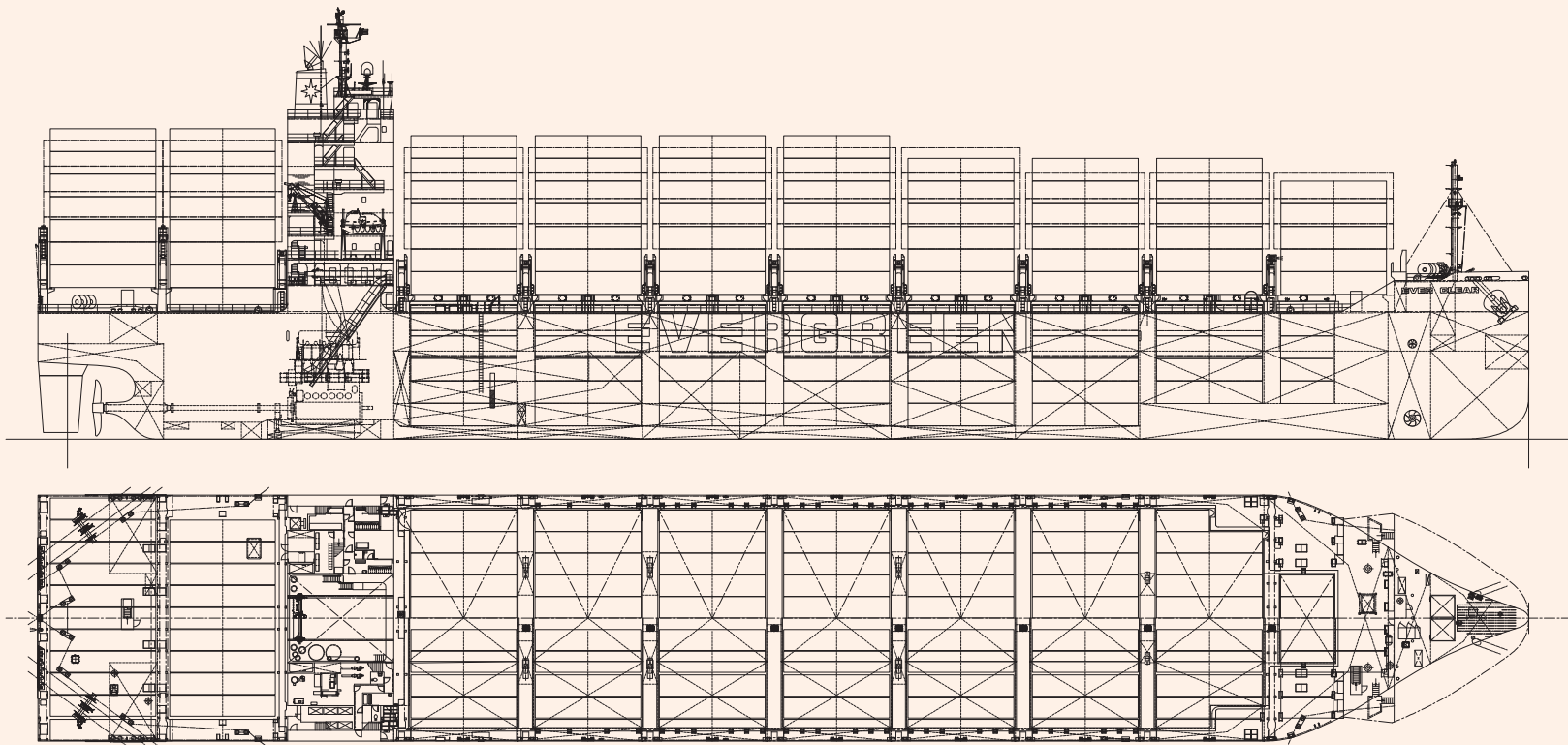


# EVER CLEAR 1,984 TEU Containership 93

☐ Contents ☐ By Builder ☒ By Ship Type



EVER CLEAR 1,984 TEU Containership 93



PRINCIPAL PARTICULARS

Length (o.a.)	171.98 m
Breadth (mld.)	28.40 m
Depth (mld.)	14.50 m
Draft (ext.)	9.517 m (Summer draft)
Gross tonnage	18,658
Deadweight	22,383 MT

Main engine	HITACHI-MAN B&W 6S60ME-C10.5
MCR (kw×min <sup>-1</sup> )	11,720 kW × 100 min <sup>-1</sup>
Speed (service)	abt. 19.5 knots
Complement	25 Persons
Classification	NIPPON KAIJI KYOKAI (NK)
Loading capacity (container)	1,984 TEU
Builder	Imabari Shipbuilding Co., Ltd. / Imabari Shipyard



# WAN HAI 329 3,055 TEU Containership

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☐ Contents ☐ By Builder ☒ By Ship Type



WAN HAI 329 3,055 TEU Containership 94

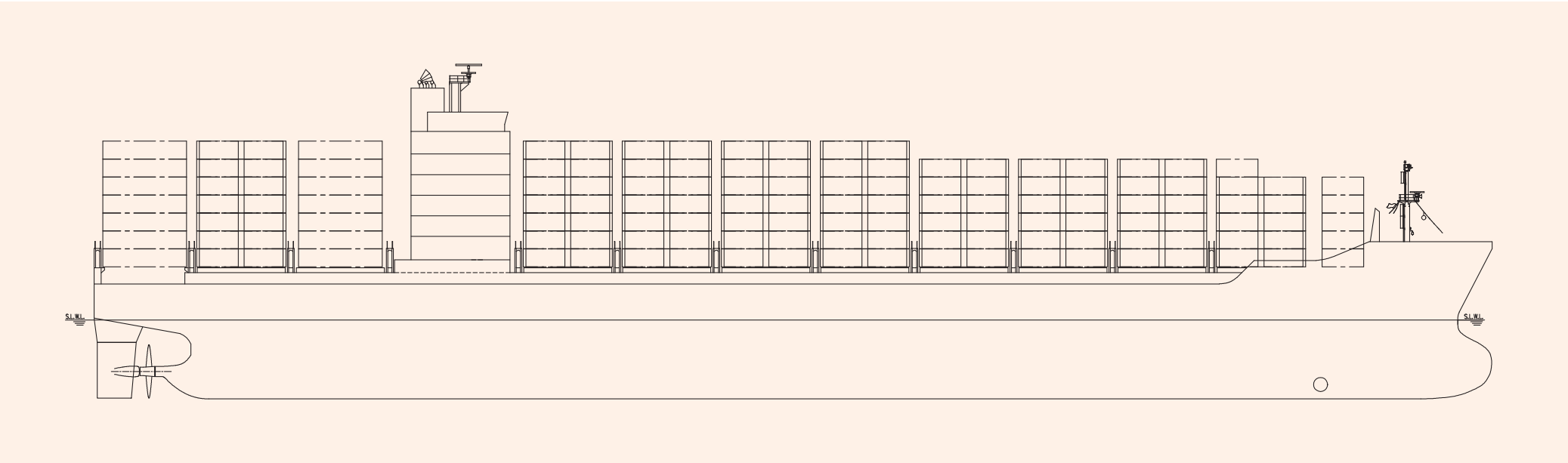
Japan Marine United Corporation (JMU) delivered the 3,055 TEU container ship, “WAN HAI 329” at Kure Shipyard on May 28, 2021.

### Features

1. This is the 8th vessel of 3,055 TEU-capacity container ship constructed by JMU. The vessel can load containers in 12 rows across and 6 tiers high in the cargo hold, and 14 rows across and 7 tiers high on the deck, with the total of 3,055 TEUs.
2. The vessel is optimally designed for medium to long distance trade in consideration that the amount of seaborne trade to and from Asia and within Asia is increasing, and achieves significantly improved environmental and operational performance compared with conventional vessels, with both high loading capacity and high navigation performance by using JMU's latest technology.
3. The vessel achieves high propulsion efficiency through its advanced lower resistance hull form and JMU's original energy saving devices such as ALV-Fin® (Advanced Low Viscous resistance Fin) and LV-fin (Low Viscous resistance Fin).
4. MAN-B&W's latest electronically controlled main engine, Mark 10.5 and inverter controlled cooling sea water pump reduce the fuel oil consumption.
5. Safety and convenience for steering during voyage and reaching/leaving the pier are improved by adopting the INS (Integrated Navigation System) and full enclosed navigation bridge. Voyage assistance and monitoring of the engine room by CCTV camera system improves safety.

### PRINCIPAL PARTICULARS

Length (o.a.)	203.50 m	Deadweight	37,160 t
Breadth (mld.)	34.80 m	Main engine	MAN-B&W 7S70ME-C10.5
Depth (mld.)	16.60 m	Speed (max. trial)	21.60 knots
Draft (mld.)	11.50 m	Complement	25
Gross tonnage	30,468	Classification	ABS
		Builder	Japan Marine United Corporation





# 1,091 TEU Container Carrier

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☐ Contents ☐ By Builder ☒ By Ship Type



# 1,091 TEU Container Carrier 95

## Features

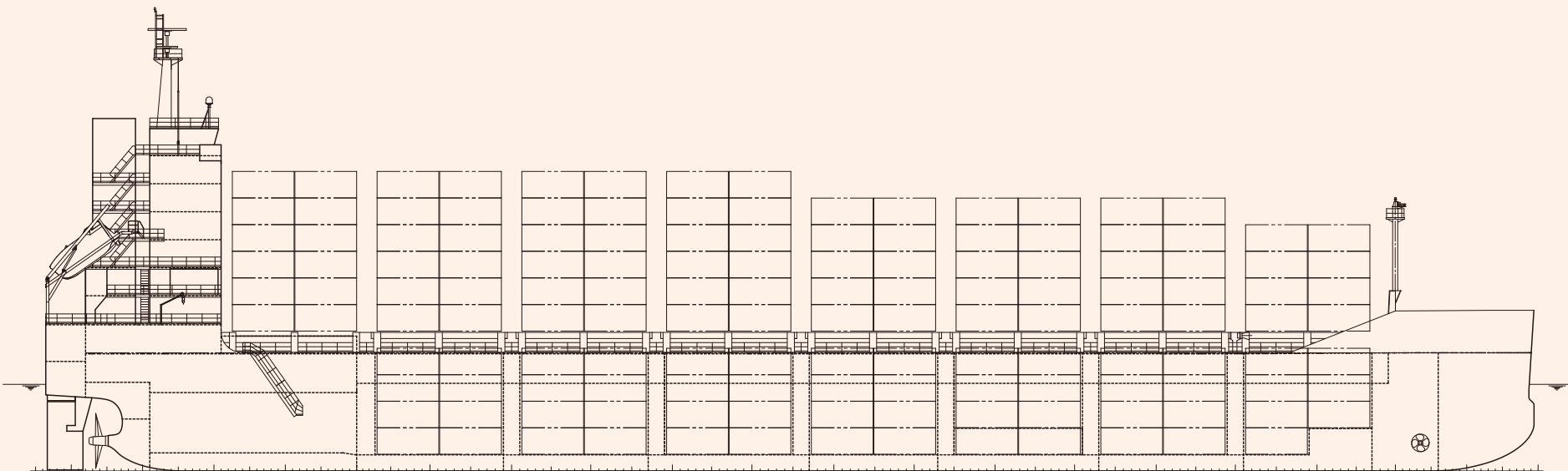
- 1. Comply with EEDI Phase 3 regulations.
- 2. The unique hull form, which reduces resistance, is paired with our exclusive fuel-efficiency technologies to improve the ship's performance.
- 3. Equipped with the environmental technologies devices to prevent the air pollution from the NOx and SOx emissions and marine pollution from the oil spillages, etc.
- 4. As gross tonnage is less than 10,000, there is no need for a pilot in Japan's major ports.
- 5. Equipped with reefer container sockets on both the

### PRINCIPAL PARTICULARS

Length (o.a.)	146 m	Draft (mld.)	8.5 m
Breadth (mld.)	23.25 m	Gross tonnage	Less than 10,000
Depth (mld.)	11.5 m	Loading capacity	1,091 TEU
		Builder	Tsuneishi Shipbuilding Co., Ltd.

- upper deck and cargo holds. Some cargo holds can also load dangerous cargo containers.
6. The accommodation house is located at the stern end. This allows the crane to move smoothly and faster in loading / discharging operation.

7. While keeping the compact principal particulars and stability, maximal loading capacity and actual loading capacity have been improved, compared to the previous design.





# 2,806 TEU Container Carrier 96

☐ Contents ☐ By Builder ☒ By Ship Type



# 2,806 TEU Container Carrier 96

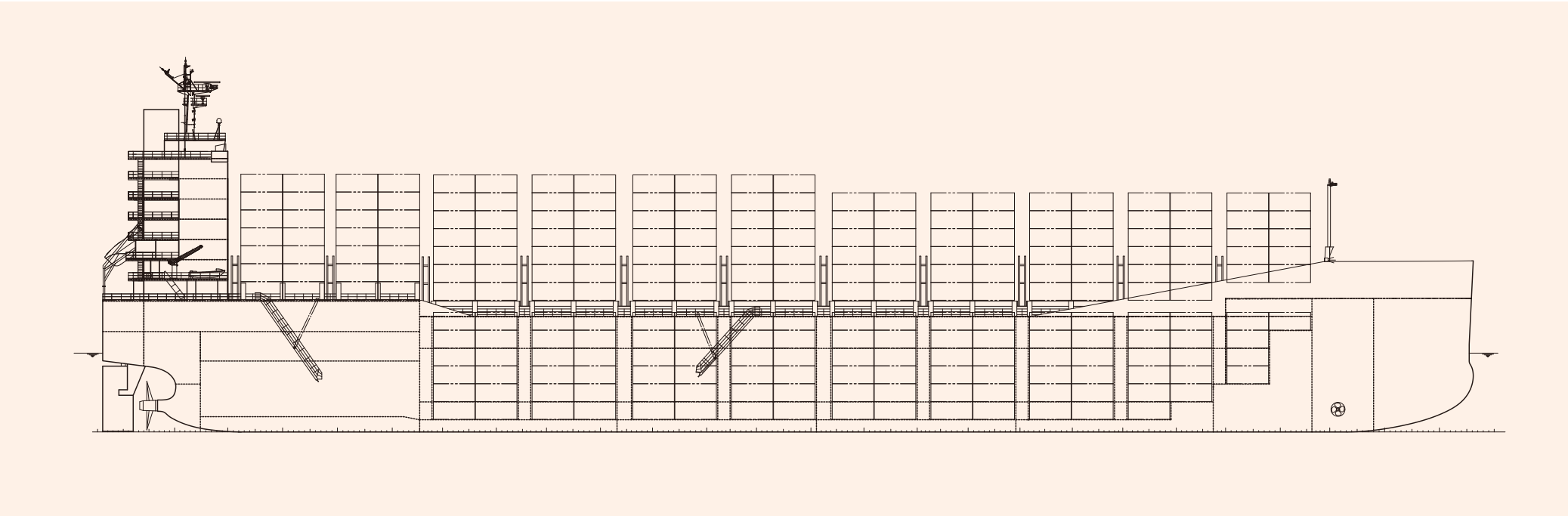
### Features

1. The unique hull form, which reduces resistance, is paired with our exclusive fuel-efficiency technologies to improve the ship's performance.
2. Equipped with the environmental technologies devices to prevent the air pollution from the NOx and SOx emissions and marine pollution from the oil spillages, etc.
3. Equipped with reefer container sockets on both the upper deck and cargo holds. Cargo holds can load dangerous cargo containers.
4. High service speed of 21 knots.

### PRINCIPAL PARTICULARS

Length (o.a.)	200 m	Draft (mld.)	11.3 m
Breadth (mld.)	35.2 m	Gross tonnage	28,500
Depth (mld.)	16.8 m	Loading capacity	2,806 TEU
		Builder	Tsuneishi Shipbuilding Co., Ltd.

5. The accommodation house is located at the stern end. This allows the crane to move smoothly and faster in loading / discharging operation.
6. The ship is designed with a wider breadth than the conventional Panama model to increase the full container load with maximum container loading capacity of 2,806TEU.
7. Equipped with lashing bridges to improve upper deck loading capacity.





# 2,806 TEU Container Carrier with Gear 97

☐ Contents ☐ By Builder ☒ By Ship Type



# 2,806 TEU Container Carrier with Gear 97

## Features

- 1. Comply with EEDI Phase 3 regulations.
- 2. The unique hull form, which reduces resistance, is paired with our exclusive fuel-efficiency technologies to improve the ship's performance.
- 3. Equipped with the environmental technologies devices to prevent the air pollution from the NOx and SOx emissions and marine pollution from the oil spillages, etc.
- 4. A wide beam with 186m LOA ship type that meets the port restriction conditions of Chittagong.
- 5. Equipped with a total of 600 reefer container sockets on the upper deck and cargo holds.

## PRINCIPAL PARTICULARS

Length (o.a.)	186 m
Breadth (mld.)	35.6 m
Depth (mld.)	17.9 m

Draft (mld.)	11 m
Gross tonnage	33,700
Loading capacity	2,806 TEU
Builder	Tsuneishi Shipbuilding Co., Ltd.

- 6. Pallet-wide containers can be loaded on the upper deck.
- 7. Cargo holds can also load dangerous cargo containers.
- 8. Equipped with three deck cranes, make it possible to handle cargo at many ports.
- 9. The accommodation house is located at the stern end. This allows the crane to move smoothly and faster in loading / discharging operation.
- 10. The ship is designed with wider breadth to increase the full container load with maximum container loading capacity of 2,806TEU, the largest class of Chittagong Max.

