

HIMAWARI No.9 6,138 DWT Ro/Ro Cargo Ship 103

☐ Contents ☐ By Builder ☐ By Ship Type



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

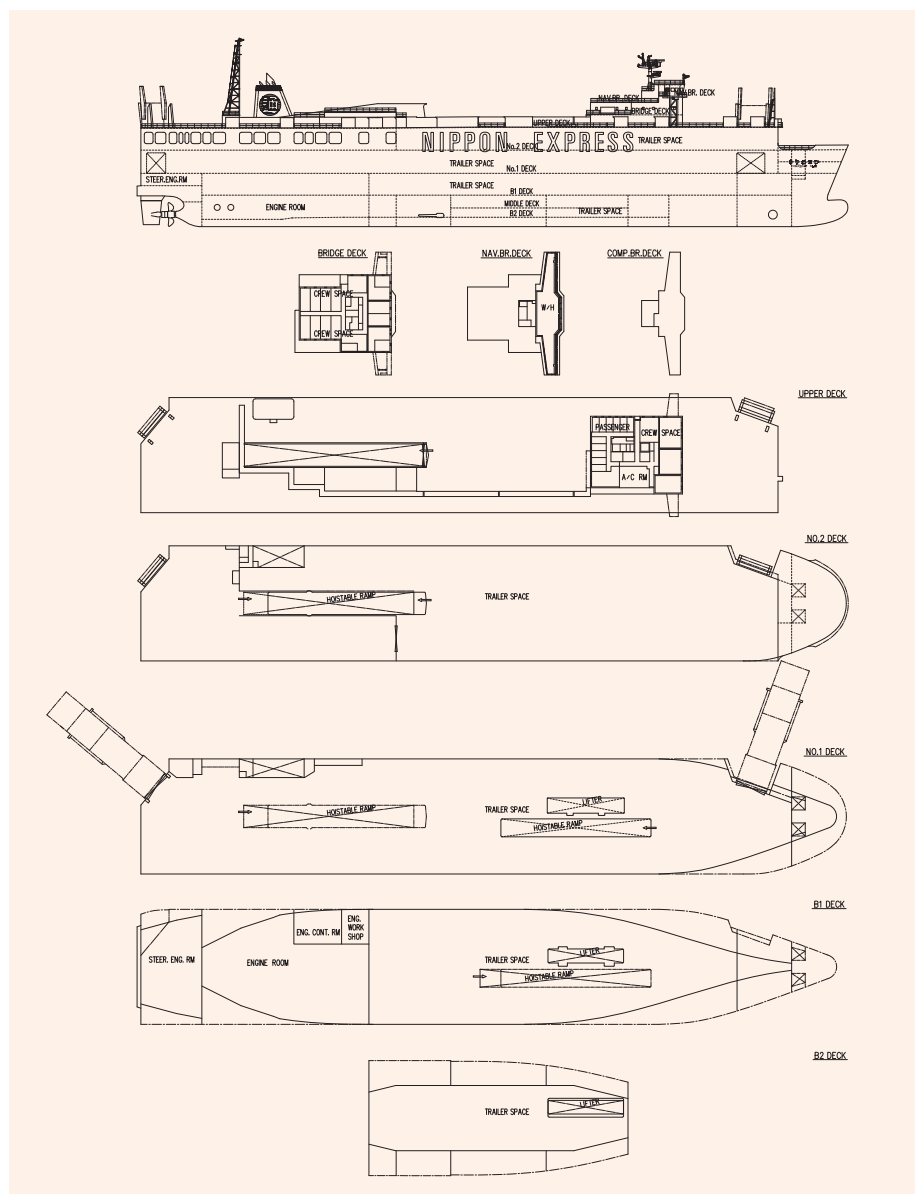
The “HIMAWARI No.9” was built at Shimonoseki Shipyard & Machinery Works of Mitsubishi Heavy Industries, Ltd. (MHI) and delivered to the Owner (NIPPON MARINE Co., Ltd., NIPPON SHIPPING Co., Ltd., and YAMAMOTO KISEN Co., Ltd.) on 28th November 2017.

She is playing a domestic route between Tokyo and Hokkaido together with the sister vessel “HIMAWARI No.8” which was delivered in August 2017.

The vessel is a homomorphous ship of the HIMAWARI No.7 built by Mitsubishi Heavy Industries in 2013 and incorpo-

PRINCIPAL PARTICULARS

Length (o.a.)	166.9 m
Length (b.p.)	158.00 m
Breadth (mld.)	27.00 m
Depth (mld.)	23.27 m (Upper Deck)
Draft (mld.)	6.85 m
Gross tonnage	23,614
Deadweight	6,138 t
Main engine	MAN-B&W 9S50ME-C8.5
MCR (kw/rpm)	14,940 × 127.0
Speed (max. trial)	25.30 knots
(service)	23.0 knots
Complement	25 p
Classification	NK
Handling gear	2 × shore ramp door 2 × hoistable internal ramp 1 × lifter 1 × lifter cover (No.1 deck) 1 × fixed internal ramp 1 × fixed internal ramp door 1 × hold ramp door
Loading capacity (passenger)	11
(car)	95
(chassis)	177
Builder	Mitsubishi Shipbuilding Co., Ltd.



rates three main changes from the previous ship.

An exposed RORO cargo space was added on upper deck in order to load the explosives cargo.

Aft space of No.2 deck was changed to the open RORO cargo space to load the specific dangerous cargoes which loading in the closed area are forbidden and the fixed ramp for access to upper deck was provided.

The lifter's operating range was extended to No.1 deck and the lifter cover was equipped on No.1 deck for more efficient cargo loading. Trailer capacity was increased from 172 units to 177 units.

As well as the previous ship, energy-saving equipment, such as electronically-controlled main engine, reaction rudder with bulb, efficient controllable pitch propeller was equipped for reducing the fuel consumption, and the inverter type seawater cooling pump was added newly.

MARIMO 6,100 DWT Ro/Ro Cargo Ship 104

☐ Contents ☐ By Builder ☒ By Ship Type



MARIMO 6,100 DWT Ro/Ro Cargo Ship 104

Mitsubishi Shipbuilding Co., Ltd. built MARIMO at their Shiomonoseki Shipyard, and delivered her to KYK Line Co., Ltd. on 12 January, 2018. The vessel goes into service between Hitachinaka and Tomakomai. The vessel is a homomorphous ship as HIDAKA built by Kanda Shipbuilding Co., Ltd. in 2015.

Special features are as follows.

1. The vessel has three layers of trailer chassis space and one layer of car space to keep the required loading capacity; 161 trailer chassis and 109 cars.
2. In order to achieve service speed 23.0 knots with less main engine power, the hull form was newly developed, and that energy saving equipment such as electronical-

ly-controlled main engine, efficient controllable pitch propeller, reaction rudder with bulb and low friction type paint are applied.

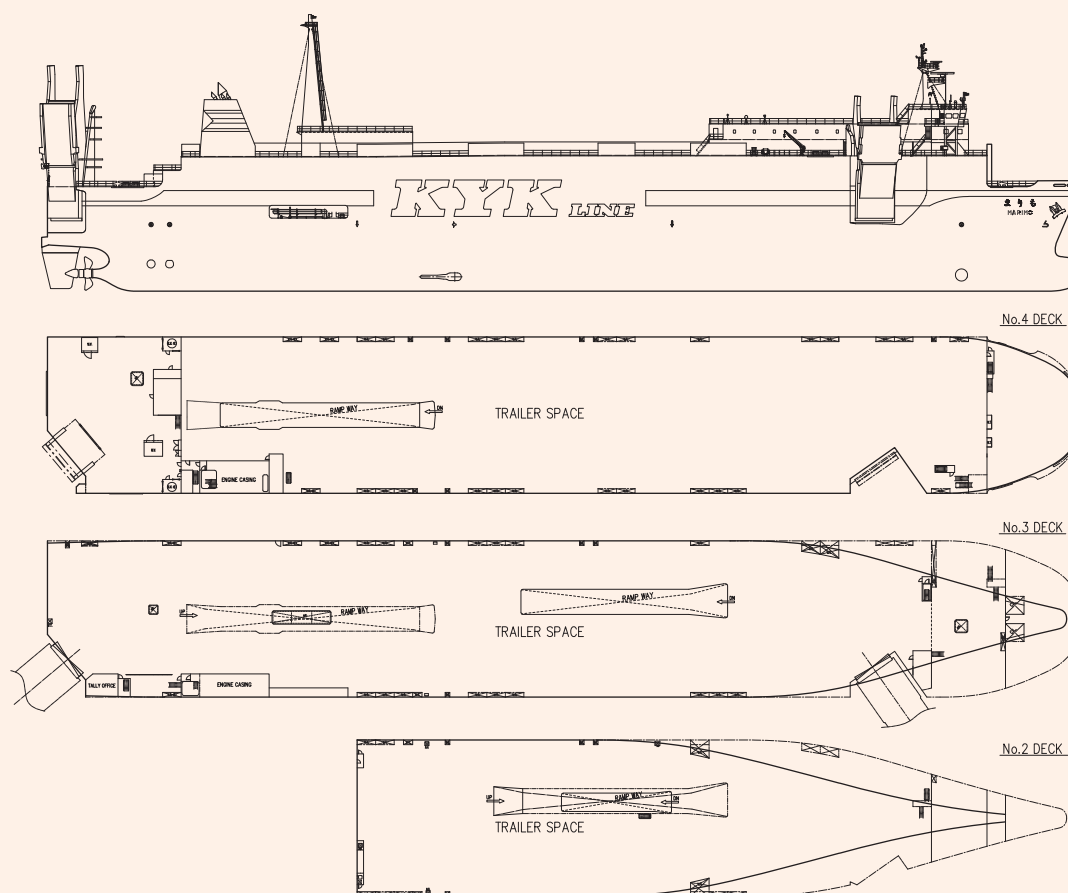
3. One set of fin stabilizer contributes to reduce rolling motion in the rough sea condition, one bow thruster and two stern thrusters with total 2,740 kW of the motor power

contribute time saving at berthing and de-berthing.

4. All crew cabins have modular baths to create a better living environment.
5. Two escape routes from RORO cargo space and machinery spaces respectively are secured to fulfill the latest rule requirement.

PRINCIPAL PARTICULARS

Length (o.a.)	179.90 m
Length (b.p.)	171.00 m
Breadth (mld.)	27.00 m
Depth (mld.)	23.27 m (Upper Deck)
Draft (mld.)	6.80 m
Gross tonnage	11,229
Deadweight	6,100 t
Main engine	MITSUI-MAN B&W 9S50ME-C8.5
MCR (kw×min ⁻¹)	14,940 kW × 127 min ⁻¹
NOR (kw×min ⁻¹)	12,700 kW × 120 min ⁻¹
Speed (max. trial)	24.59 knots
(service)	23.0 knots
Complement	14 persons
Classification	NK
Handling gear	2 × shore ramp door 2 × hoistable internal ramp 1 × fixed internal ramp
Loading capacity (trailer chassis)	161
(cars)	109
Builder	Mitsubishi Shipbuilding Co., Ltd.



FUJIKI 7,250 DWT Ro/Ro Cargo Ship 105

☐ Contents ☐ By Builder ☒ By Ship Type



FUJIKI 7,250 DWT Ro/Ro Cargo Ship 105

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

Mitsubishi Shipbuilding built FUJIKI at their Shiomonoseki Shipyard, and delivered her to Fujitrans Corporation on 29 June, 2018. The vessel goes into service between Nagoya and Hokkaido with Yoshō-Marū, Seiwa-Marū and Atsuta-Marū.

This vehicle carrier's size is almost same as the said three vessels, however, loading space and fixed ramp way layout were slightly modified in order to improve loading capacity and vehicle handling ability. Loading capacity is 135 trailer chassis and 923 cars on the standard loading condition, 150 trailer chassis and 864 cars on the maximum trailer chassis loading condition.

Fuel consumption was 10% reduced from the previous ves-

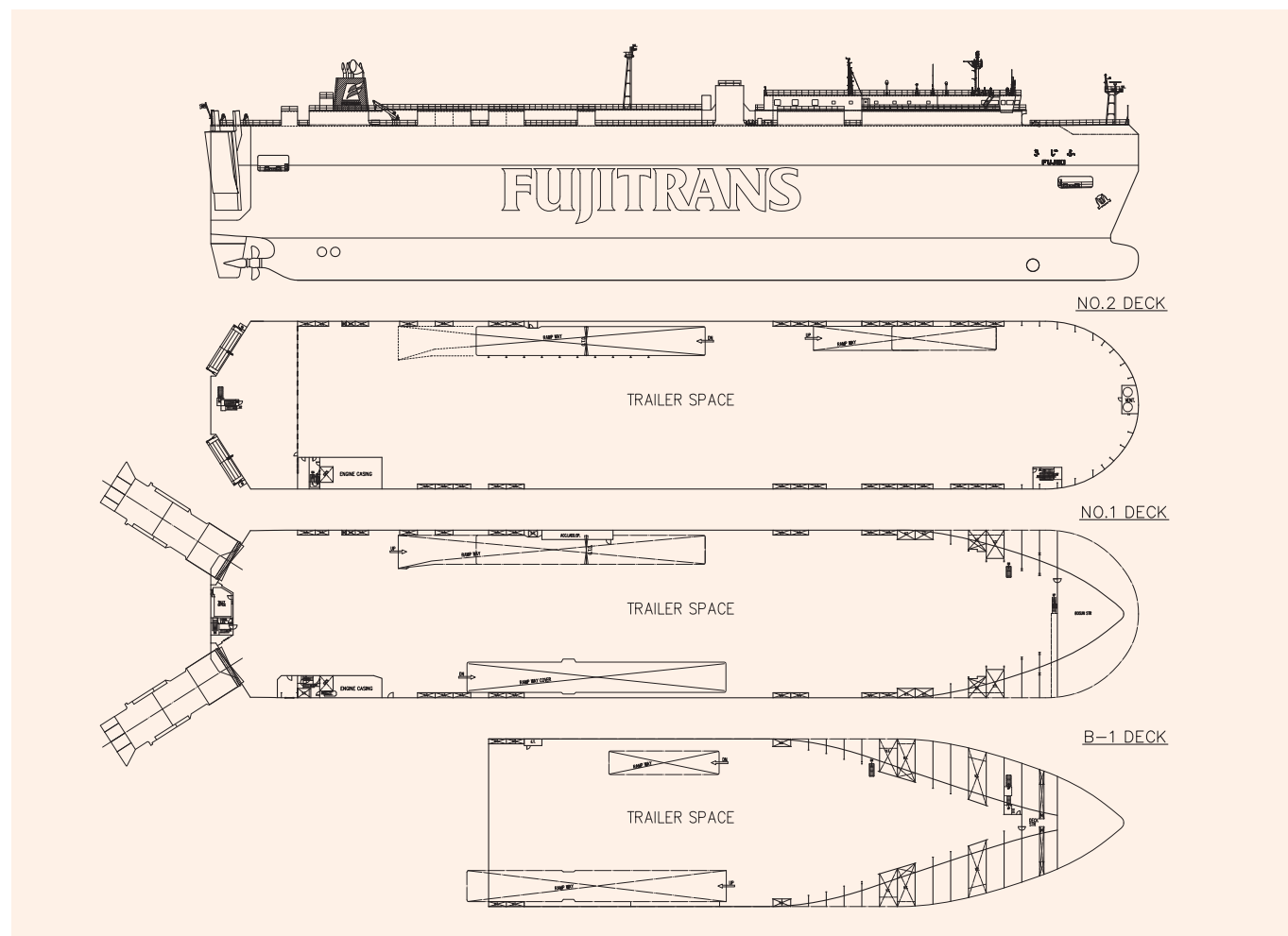
sels due to newly developed hull form and energy-saving equipment such as electronically-controlled main engine, reaction rudder with bulb, and efficient controllable pitch propeller. In addition to the above, low friction type AF paint and corner cut to the forward top end of the hull are

applied.

One bow thruster and two stern thrusters with total 2,860 kW of motor power assist the vessel's daily berthing and de-berthing in the harbor. Passive controlled anti-rolling tank gives better sea worthiness on the rough sea condition.

PRINCIPAL PARTICULARS

Length (o.a.)	167.00 m
Length (b.p.)	158.00 m
Breadth (mld.)	30.20 m
Depth (mld.)	27.75 m (Upper Deck)
Draft (mld.)	6.70 m
Gross tonnage	15,986
Deadweight	7,250 t
Main engine	J-ENG 10UEC50LSE-Eco-B1
MCR (kw×rpm)	17,400 kW×124 rpm
NOR (kw×rpm)	15,660 kW×120 rpm
Speed (max. trial)	25.06 knots
(service)	23.0 knots
Complement	20 persons
Classification	NK
Handling gear	2×shore ramp door
	6×fixed internal ramp
	1×fixed internal ramp cover
Loading capacity (trailer chassis)	135
(cars)	923
Builder	Mitsubishi Shipbuilding Co., Ltd.



ORIENT KING 13,532 DWT General Cargo Ship 106

☐ Contents ☐ By Builder ☐ By Ship Type



ORIENT KING 13,532 DWT General Cargo Ship 106

The 13,532-dwt general cargo ship ORIENT KING was built at Shin Kurushima Hiroshima Dockyard Co., Ltd. and delivered to a Panamanian Owner in January 2021.

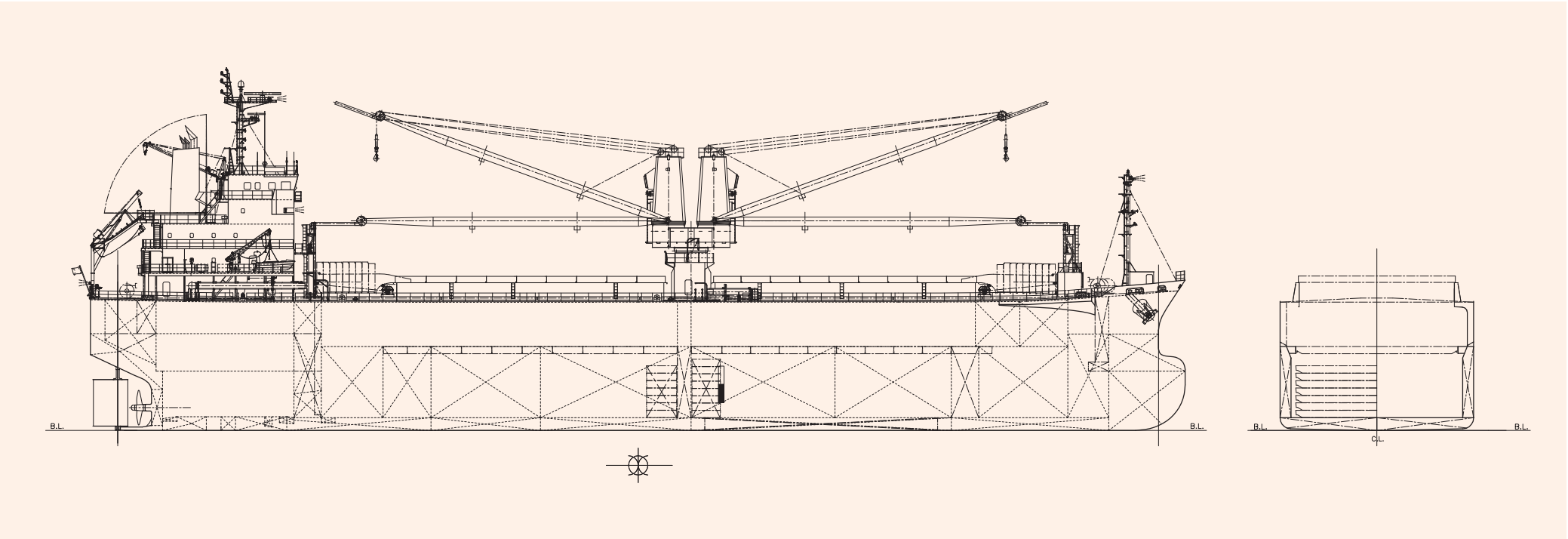
Features

- 1. The vessel has twin-deck cargo holds and the cargo holds are designed as suitable for carrying long-size cargoes.
- 2. Upper deck hatch covers are single pull type for No.1 hatch and No.2 hatch. Second deck hatch covers are pontoon type.
- 3. The vessel has 1 set of 72-ton electro-hydraulic twin deck cranes on the upper deck.
- 4. The ship can carry coal, grain(overstowing), chip, steel

coil, steel products, dangerous cargoes and general cargoes.

PRINCIPAL PARTICULARS

Length (o.a.)	119.93 m	MCR (kW×rpm)	3,570 kW x 173 rpm
Length (b.p.)	114.00 m	NOR (kW×rpm)	3,035 kW x about 164 rpm
Breadth (mld.)	21.20 m	Speed (max. trial)	15.15 knots
Depth (mld.)	14.05 m	(service)	12.45 knots
Draft (mld.)	9.15 m	Complement	21 P
Gross tonnage	9,943	Classification	NK
Deadweight	13,532 t	Loading capacity (grain)	19,550 m³
Main engine	MAKITA-MITSUI-MAN B&W 6S35MC7.1	(bale)	18,848 m³
		Builder	Shin Kurushima Hiroshima Dockyard Co., Ltd.



GLORY MAJESTY 8,617 DWT General Cargo Ship 107

☐ Contents ☐ By Builder ☒ By Ship Type



GLORY MAJESTY 8,617 DWT General Cargo Ship 107

The 8,617 dwt general cargo ship GLORY MAJESTY was built at SHIN KURUSHIMA HASHIHAMA DOCKYARD CO., LTD. and delivered to the Shingaporean Owner. in March 2021.

Features

- 1. The vessel has two (2) cargo holds and the cargo holds are designed as suitable for carrying long-size cargoes.
- 2. Upper deck hatch covers are single pull type and operated by hydraulic motor and chain for No.1 & 2 cargo hatch.
- 3. Second deck hatch covers are pontoon type and operated by the deck crane, the derrick boom, and the manually operated trolley hoist for No.1 & 2 cargo hatch.

- 3. The vessel has two (2) sets of 30 ton electro-hydraulic type Single-deck crane and one (1) set of 30 ton KDY guylless type derrick boom.

- 4. The ship can carry packaged lumber, steel coil, steel products, dangerous cargoes and general cargoes.

PRINCIPAL PARTICULARS

Length (o.a.)	103.63 m	MCR (kWxrpm)	3,250 kW x 210 min ⁻¹
Length (b.p.)	96.50 m	NOR (kWxrpm)	2,438 kW x about 191 min ⁻¹
Breadth (mld.)	18.80 m	Speed (service)	13.0 knots
Depth (mld.)	13.00 m	Complement	23 P
Draft (mld.)	8.50 m	Classification	NK/CR
Gross tonnage	6,632	Loading capacity (grain)	13,062 m ³
Deadweight	8,617 t	(bale)	11,723 m ³
Main engine	MAKITA-MITSUI-MAN B&W 5L35MC6	Builder	Shin Kurushima Hashihama Dockyard Co., Ltd.

