

YOTOI 5,469 DWT Oil Tanker **19**

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YOT01 5,469 DWT Oil Tanker **19**

Contents By Builder By Ship Type

The 5,469-dwt Oils Tanker YOT01 was built at SHIN KURUSHIMA HASHIHAMA DOCKYARD CO., LTD. and delivered to Japan Ministry of Defense in April 2022.

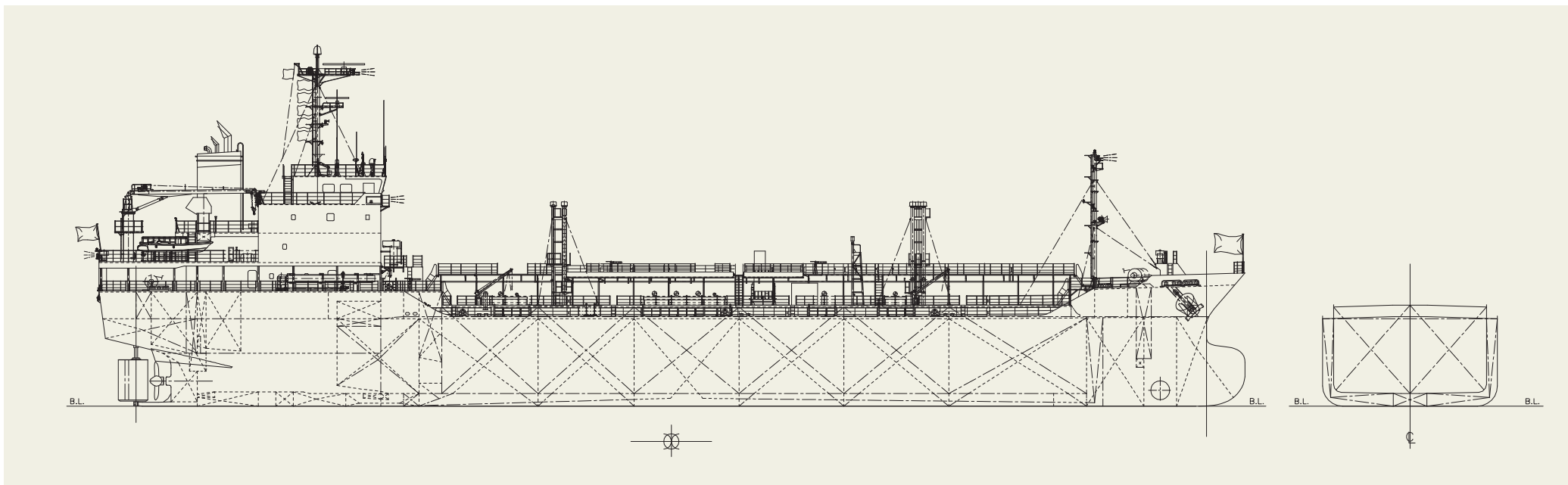
Features

- The vessel was built for ocean transport of oil products from domestic refinery to Japan Maritime Self-Defense Force base.
- 2. The vessel is equipped with the hose reel for floating hose and have secured loading space for 20ft container.
- 3. The vessel has twelve (12) cargo tanks constructed of Pure epoxy paint coating, and all cargo tanks are of double-hull structure.
- 4. The vessel has two (2) cargo pumps which is 1,300m³/h for

PRINCIPAL PARTICULARS

Length (o.a.).....	104.93 m	MCR (kW x rpm).....	3,000 kW x 210 min ⁻¹
Length (b.p.).....	98.00 m	Speed(service).....	13.30 knots
Breadth (mld.).....	16.00 m	Complement.....	14 P
Depth (mld.).....	8.00 m	Classification.....	NK
Draft (mld.).....	6.35 m	Cargo pump.....	1300 m ³ /h x 0.85MPa x 2 sets 250 m ³ /h x 0.85MPa x 1 sets
Gross tonnage.....	3,485	Loading capacity (tank).....	6,185m ³
Deadweight.....	5,469 t	Builder:	Shin Kurushima Hashihama Dockyard Co., Ltd.
Main engine.....	HANSHIN-KAWASAKI-MAN B&W 5L35MC6		

- bunkering at Ioto Island.
- 5. The vessel is applied "ClassNK".



RISHIRI GALAXY 26,396 DWT Oil/Chemical Tanker 20

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RISHIRI GALAXY 26,396 DWT Oil/Chemical Tanker 20

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The 26,396 dwt type chemical carrier RISHIRI GALAXY was built at SHIN KURUSHIMA DOCKYARD CO., LTD. and delivered to TRADEWIND NAVIGATION S.A. in February 2023.

Features

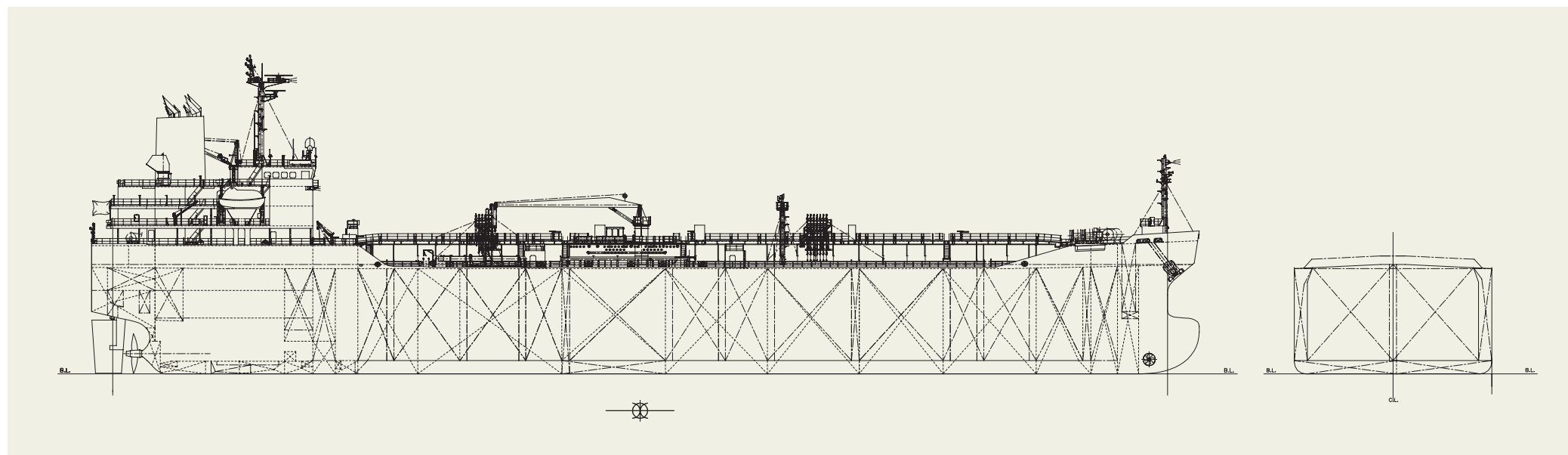
1. The vessel was built for ocean transport of chemicals (IMO type II and III) and oil products.
2. The vessel has twenty- three (23) cargo tanks constructed of SUS316LN stainless steel and SUS316LN clad steel.
3. All cargo tanks (including slop tanks) are of double-hull structure and have sufficient strength to permit the carriage of a full cargo with a specific gravity of 1.30 t/m³.
4. Structures protruding into the tanks have been minimized by using an on-deck girder system for the upper deck and vertical corrugated type bulkheads.

5. Each cargo tank is equipped with one (1) submerged cargo pump driven by a hydraulic motor; these are remotely controlled from the cargo control room.

6. Cargo handling is simplified by a 10 metric-ton hydraulically operated deck crane for hose handling; it is arranged a midship on the upper deck.

PRINCIPAL PARTICULARS

Length (o.a.)	157.03 m	NOR (kW × rpm)	5,483 kW x abt. 112 min ⁻¹
Length (b.p.).....	149.50 m	Speed (service).....	14.8 knots
Breadth (mld.).....	28.00 m	Complement.....	26P
Depth (mld.).....	14.90 m	Classification	NK
Draft (mld.).....	9.00 m	Cargo pump	Submerged type
Gross tonnage.....	18,287		330 m ³ /h x 115 mLC x 13 sets (based on S.G. 0.8)
Deadweight.....	26,396 t		200 m ³ /h x 115 mLC x 10 sets (based on S.G. 0.8)
Main engine	6UEC42LSH-Eco-D3-EGR		70m ³ /h x 70 mTH x 1 set (based on S.G. 1.0)
MCR (kW × rpm)	6,450 kW x 118 min ⁻¹	Loading capacity (tank).....	30,258 m ³
		Builder:	Shin Kurushima Dockyard Co., Ltd.



CHEMROAD ZENITH 35,777 DWT Oil/Chemical Tanker 21

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CHEMROAD ZENITH 35,777 DWT Oil/Chemical Tanker 21

Contents By Builder By Ship Type

The 35,777 dwt chemical carrier CHEMROAD ZENITH was built at SHIN KURUSHIMA DOCKYARD CO., LTD. and delivered to the Panamanian Owner in June 2022.

Features

The vessel was built for ocean transport of chemicals (IMO type II and III) and oil products.

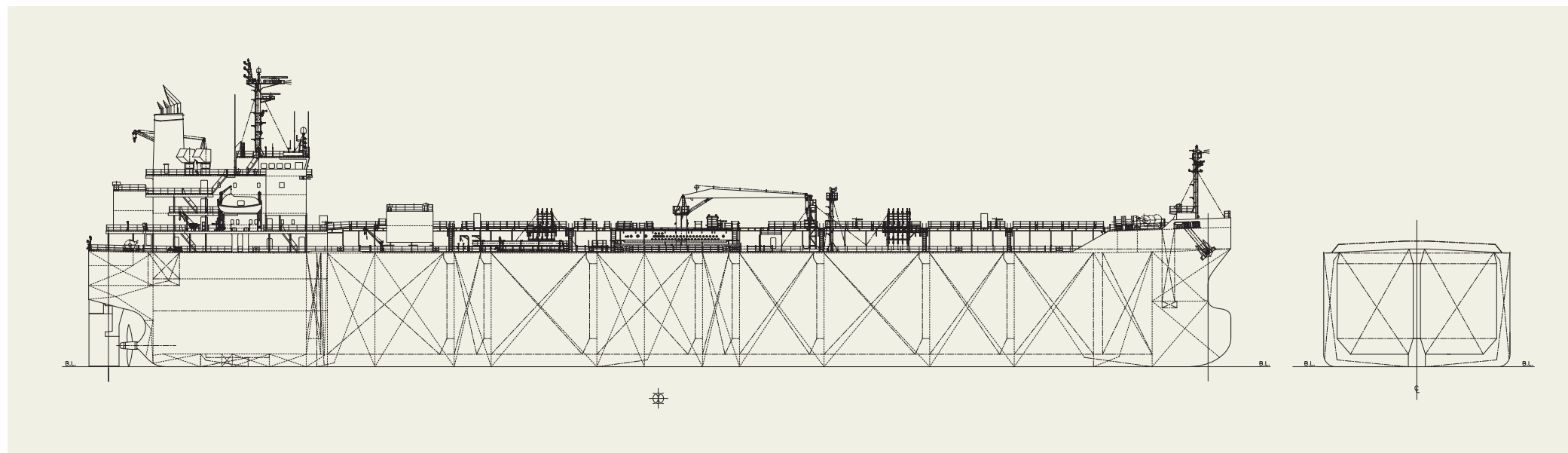
2. The vessel has eighteen (18) cargo tanks (including slop tanks) constructed of SUS316LN stainless steel and SUS316L clad steel.
3. All cargo tanks are of double-hull structure and have sufficient strength to permit the carriage of a full cargo with a specific gravity of 1.30 t/m³.
4. Structures protruding into the tanks have been minimized by using an on-deck girder system for the upper deck and vertical corrugated type bulkheads.

5. Each cargo tank is equipped with one (1) submerged cargo pump driven by a hydraulic motor; these are remotely controlled from the cargo control room.

6. Cargo handling is simplified by a 10 metric-ton hydraulically operated deck crane for hose handling; it is arranged a midship on the upper deck.

PRINCIPAL PARTICULARS

Length (o.a.)	172.98 m	NOR (kW x rpm)	5,840 kW x abt. 89.0 min
Length (b.p.)	166.50 m	Speed (service)	14.5 knots
Breadth (mld.)	28.20 m	Complement	30 P
Depth (mld.)	17.20 m	Classification	NK
Draft (mld.)	11.40 m	Cargo pump	Submerged type
Gross tonnage	23,464		300m ³ /h x 115mLC (SG=0.80) x 14 sets
Deadweight	35,777 t		200m ³ /h x 115mLC (SG=0.80) x 4 sets
Main engine	6UEC50LSH-Eco-C3-EGR		70m ³ /h x 70mLC (SG=1.00) x 1 set (Portable type)
MCR (kW x rpm)	6,870 kW x 94.0 min	Loading capacity (tank)	39,790 m ³
		Builder:	Shin Kurushima Dockyard Co., Ltd.



KINSHU 4,999 DWT Oil/Chemical Tanker 22

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KINSHU 4,999 DWT Oil/Chemical Tanker 22

Contents By Builder By Ship Type

The 4,999-dwt Oils / Chemical Tanker KINSHU was built at SHIN KURUSHIMA HASHIHAMA DOCKYARD CO., LTD. and delivered to Japanese Owner. in March 2023.

Features

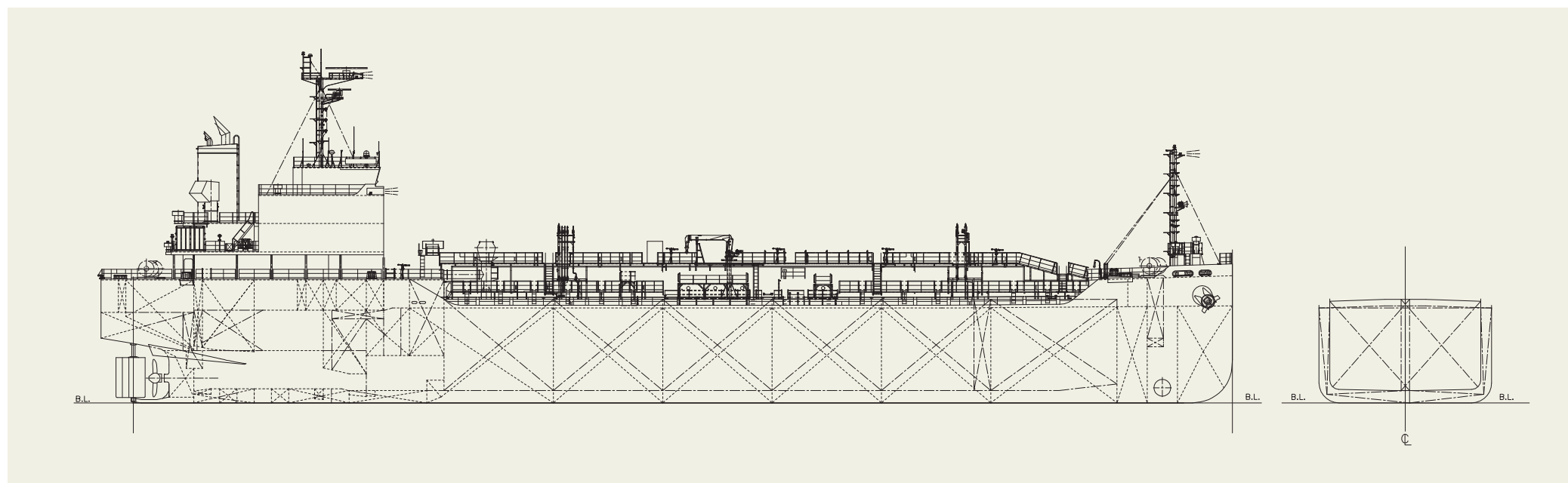
The vessel was built for ocean transport of oil products.

- 2. The vessel has twelve (12) cargo tanks constructed of Pure epoxy paint coating.
- 3. All cargo tanks are of double-hull structure and have sufficient strength to permit the carriage of a full cargo with a specific gravity of 1.025 t/m³.
- 4. Structures protruding into the tanks have been minimized by using an on-deck girder system for the upper deck and vertical corrugated type bulkheads.

- 5. The vessel has six (6) cargo pumps driven by electric motors remotely controlled from the ship's office.

PRINCIPAL PARTICULARS

Length (o.a.)	104.91 m	MCR (kW x rpm)	3,440 kW x 195 min ⁻¹
Length (b.p.)	101.90 m	NOR (kW × rpm)	2,924kW x abt. 185 min ⁻¹
Breadth (mld.)	16.00 m	Speedservice)	14.0 knots
Depth (mld.)	8.80 m	Complement	16P
Draft (mld.)	6.233 m	Classification	NK
Gross tonnage	4,248	Cargo pump	Screw type
Deadweight	4,999 t		370/270 m ³ /h x 0.83 MPa x 6 sets-
Main engine	MAKITA-MITSUI-MAN B&W 6S30ME-B9.5	Loading capacity (tank)	6,549 m ³
		Builder:	Shin Kurushima Hashihama Dockyard Co., Ltd.



TOSA HARMONY 39,911 DWT Bulk Carrier 54

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TOSA HARMONY 39,911 DWT Bulk Carrier 54

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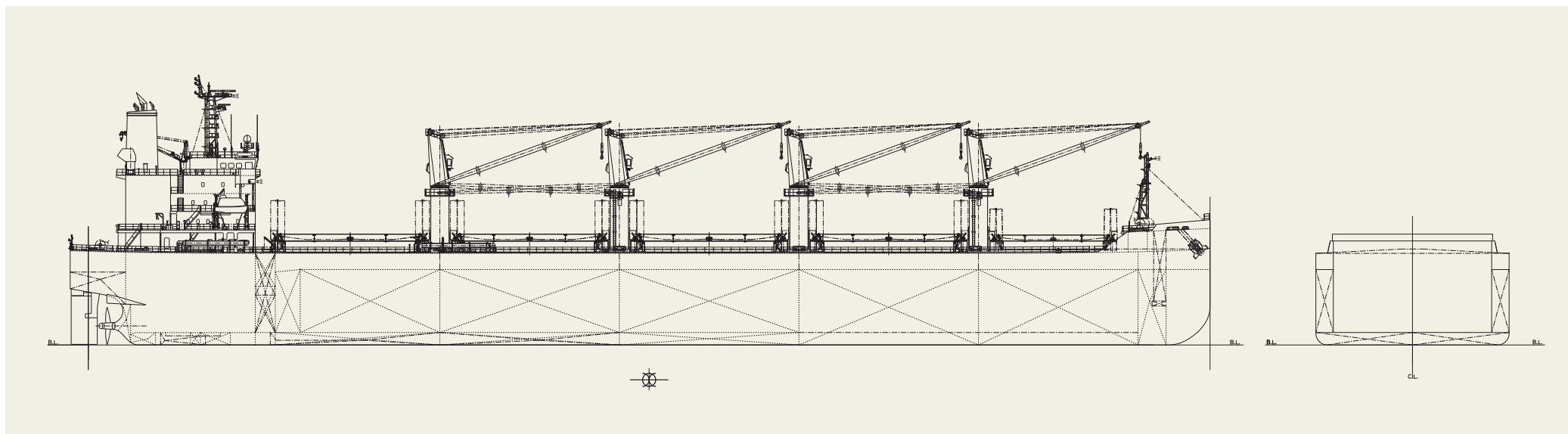
The 39,911-dwt bulk carrier TOSA HARMONY was built at SHIN KURUSHIMA KOCHIYUKO CO., LTD. and delivered to CORTES MARCHA CORPORATION in January 2023.

Features

1. The vessel has double hull construction for all five (5) cargo holds. No.2, No.3 and No.4 cargo holds are fully box shape construction.
2. Wide size hatches and box shape holds are highly efficient for steel coils and other cargoes loading.
3. The hatch covers are wide folding type and operated by hydraulic cylinders.
4. The vessel has four (4) sets of 30ton electro-hydraulic single deck cranes.

PRINCIPAL PARTICULARS

Length (o.a.)	182.87 m	MCR (kw x min ⁻¹).....	5,700kW x 105min ⁻¹
Length (b.p.).....	179.95 m	NOR (kw x min ⁻¹).....	4,845kW x abt 99.5 min ⁻¹
Breadth (mld.).....	31.00 m	Speed (service).....	14.0 knots
Depth (mld.).....	14.70 m	Complement.....	25P
Draft (mld.).....	10.32 m	Classification	NK
Gross tonnage.....	25,038	Loading capacity (grain).....	48,358 m ³
Deadweight.....	39,911 t	(bale).....	47,116 m ³
Main engine	MAKITA-MITSUI-MAN B&W 6S46ME-B8.5-HPSCR	Builder:	Shin Kurushima Kochijyuko Co., Ltd.



NAGATO MARU 13,596 DWT Bulk Carrier 55

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NAGATO MARU 13,596 DWT Bulk Carrier 55

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The 13,596 dwt bulk carrier NAGATO MARU was built at SHIN KURUSHIMA KOCHIYUKO CO., LTD. and delivered to the Japanese Owner in November 2022

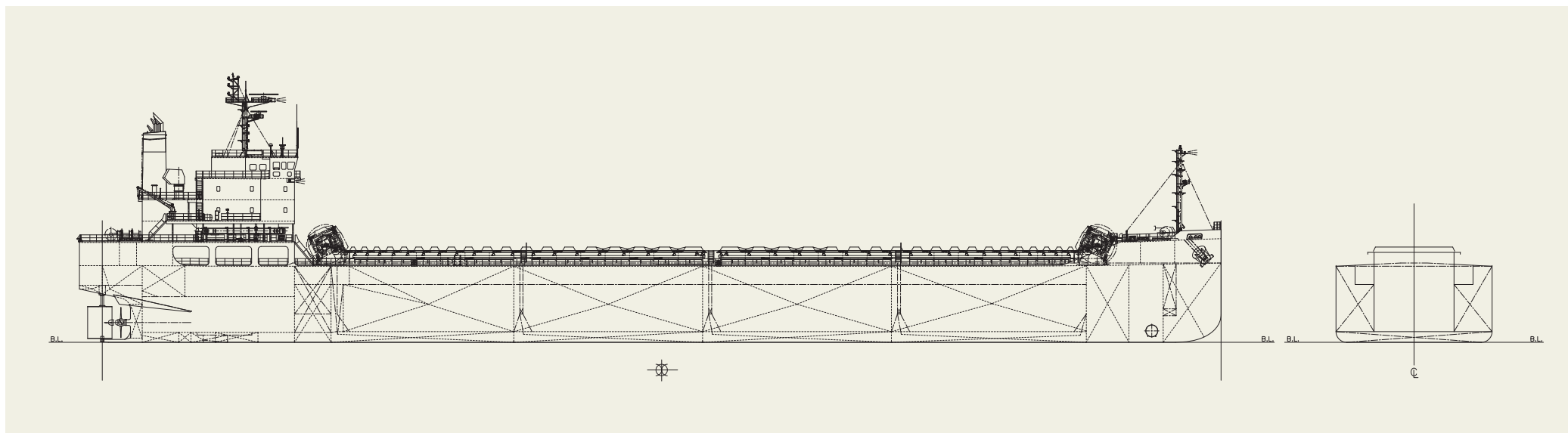
Features

1. The vessel can be used for loading coal as well as limestone.
2. The vessel has double hull and fully box shape construction for all four (4) cargo holds.
3. The hatch covers are two (2) sets of end rolling "ERMAN" type for NO.1&2 and NO.3&4 cargo holds.

PRINCIPAL PARTICULARS

Length (o.a.)	149.96 m
Length (b.p.)	146.95 m
Breadth (mld.)	20.50 m
Depth (mld.)	10.00 m
Draft (mld.)	7.1 m
Gross tonnage	9,250
Deadweight	13,596 t

Main engine	MAKITA-MITSUI-MAN B&W 6S35ME-B9.5
MCR (kw x min ⁻¹)	3,850 kW x 153 min ⁻¹
NOR (kw x min ⁻¹)	3,273 kW x abt. 145 min ⁻¹
Speed (service)	12.65 knots
Complement	15 P
Classification	NK
Loading capacity (grain)	10,431 m ³
Builder:	Shin Kurushima Kochiyuko Co., Ltd.



GREEN FAIRY 16,905 DWT Bulk Carrier 56

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GREEN FAIRY 16,905 DWT Bulk Carrier 56

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The 16,905-dwt bulk carrier GREEN FAIRY was built at SHIN KURUSHIMA KOCHIYUKO CO., LTD. and delivered to TRADE OCEAN CO., LTD. and NIPPON GAS LINE CO., LTD. in August 2023.

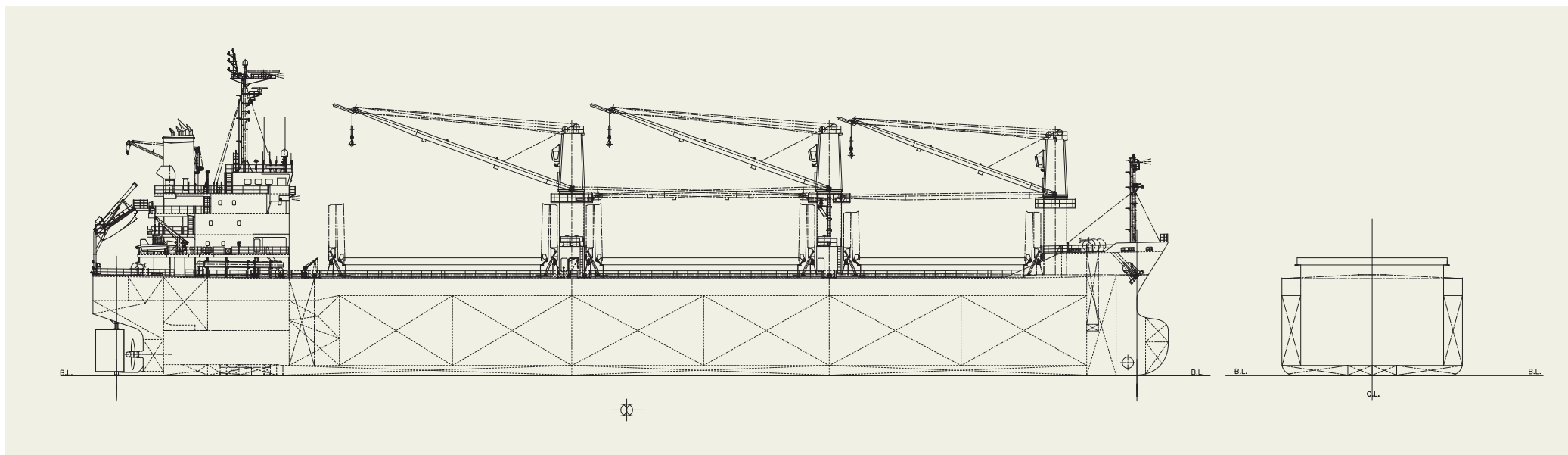
Features

1. The vessel has double hull construction for all three (3) cargo holds. are fully box shape construction.
2. Wide size hatches and box shape holds are highly efficient for steel coils and other cargoes loading.
3. The hatch covers are wide folding type and operated by hydraulic cylinders.
4. The vessel has three (3) sets of 30.7-ton electro-hydraulic single deck cranes.

PRINCIPAL PARTICULARS

Length (o.a.)	137.03 m
Length (b.p.).....	130.00 m
Breadth (mld.).....	23.00 m
Depth (mld.).....	12.30 m
Draft (mld.).....	8.47 m
Gross tonnage.....	11,361
Deadweight.....	16,905 t
Main engine	MAKITA-MITSUI-MAN B&W 6S35MC7.1

MCR (kw x min ⁻¹).....	3,570 kW x 173min ⁻¹
NOR (kw x min ⁻¹).....	3,213 kW x abt. 167 min ⁻¹
Speed (service).....	12.85 knots
Complement.....	21 P
Classification.....	NK
Handling gear.....	30.7t x 3sets
Loading capacity (grain).....	21,038 m ³
(bale).....	20,573 m ³
Builder:	Shin Kurushima Kochiyuko Co., Ltd.



KYOWA EAGLE 11,917 DWT General Cargo Ship 72

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KYOWA EAGLE 11,917 DWT General Cargo Ship 72

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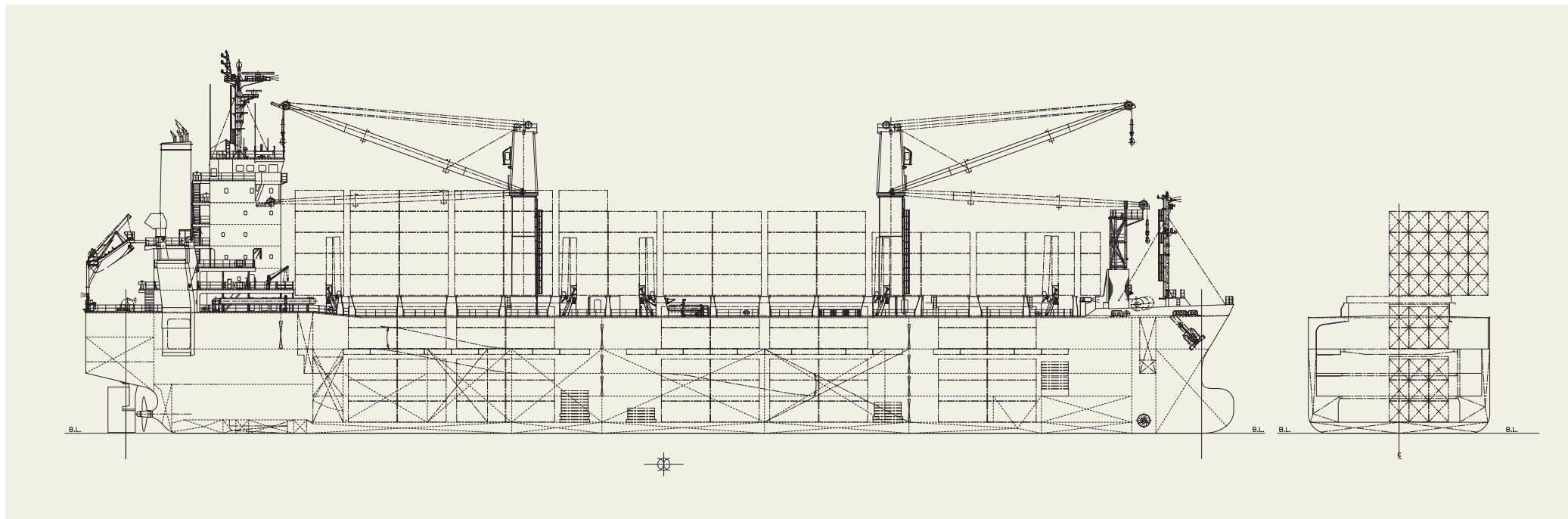
The 11,917 dwt General cargo ship KYOWA EAGLE was built at SHIN KURUSHIMA DOCKYARD CO., LTD. and delivered to Panamanian Owner in December 2022.

Features

1. The vessel is designed as carrying steel products, plywood, vehicles, containers, general cargo and dangerous cargo not in bulk.
2. Upper deck hatch covers are folding type and 2nd, 3rd and 4th deck hatch covers are pontoon type
3. One (1) set of stern ramp are provided.
4. The vessel has two (2) sets of 40ton electro-hydraulic single deck cranes on the port side of upper deck.

PRINCIPAL PARTICULARS

Length (o.a.).....	143.03 m	Speed (service).....	14.0 knots
Length (b.p.).....	134.00 m	Complement.....	25 P
Breadth (mld.).....	22.60 m	Classification.....	NK
Depth (mld.).....	14.40 m	Handling gear.....	40 t x 18.0 m/min x 30 mR x 2 sets
Draft (mld.).....	7.85 m	Loading capacity (grain).....	26,923 m ³
Gross tonnage.....	12,740	(bale).....	23,813m ³
Deadweight.....	11,917 t	(container).....
Main engine.....	MAKITA – MITSUI – MAN B&W 6S35MC7.1		355 units of 40 Feet / 782 units of 20 Feet
MCR (kW x rpm).....	3,630 kW x 147 min	(car/vehicle).....	554 units
NOR (kW x rpm).....	3,086 kW x abt. 139 min	Builder:.....	Shin Kurushima Dockyard Co., Ltd.



KANOA 13,551 DWT General Cargo Ship 73

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KANOA 13,551 DWT General Cargo Ship 73

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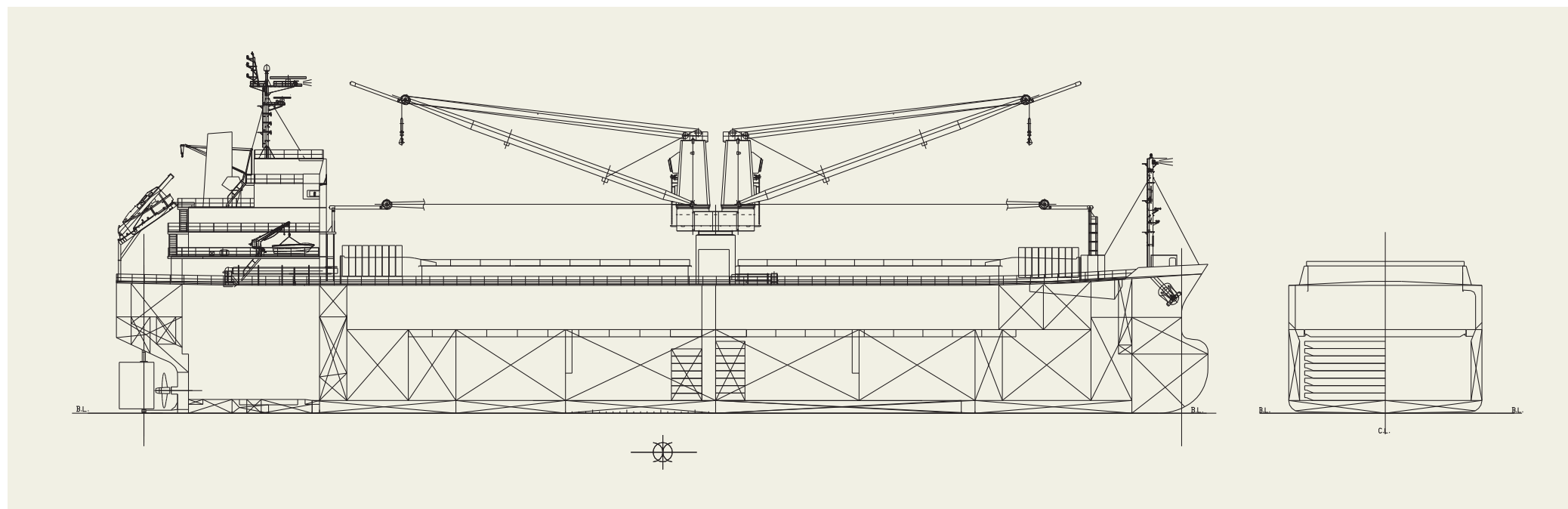
The 13,551-dwt general cargo ship KANOA was built at SHIN KURUSHIMA DOCKYARD CO., LTD. and delivered to a Philippines Owner in June 2023.

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.

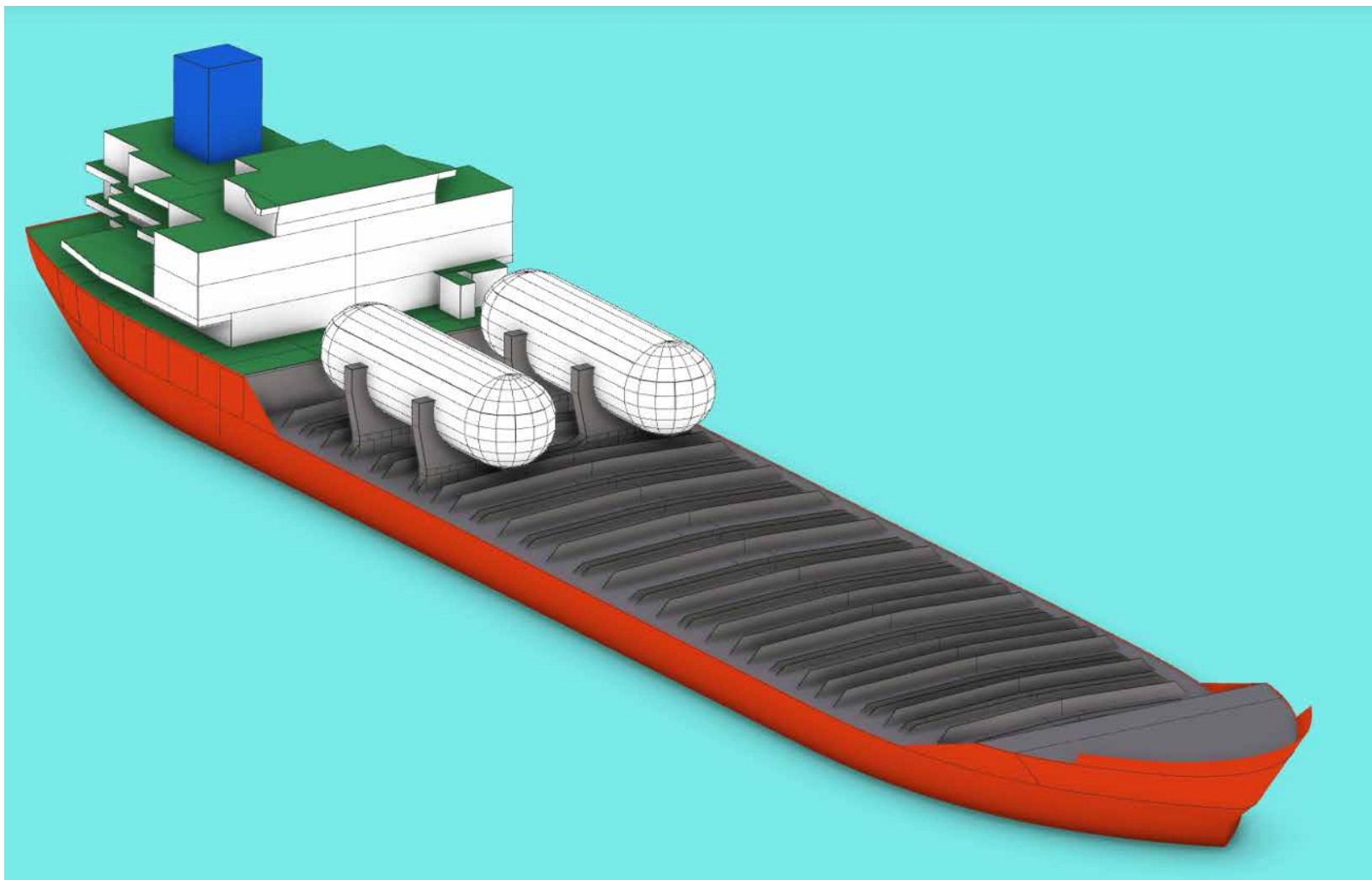
PRINCIPAL PARTICULARS

Length (o.a.)	119.93 m	MCR (kW x min ⁻¹)	3,030 kW x 147min ⁻¹
Length (b.p.).....	114.00 m	NOR (kW x min ⁻¹).....	2,576 kW x about 139 min ⁻¹
Breadth (mld.).....	21.20 m	Speed (service).....	12.0 knots
Depth (mld.).....	14.05 m	Complement.....	21 P
Draft (mld.).....	9.15 m	Classification	NK
Gross tonnage.....	9,943	Loading capacity (grain)	19,550 m ³
Deadweight.....	13,551 t	(bale).....	18,848 m ³
Main engine	MAKITA - MITSUI - MAN B&W 6S35MC7.1	Builder:	Shin Kurushima Dockyard Co., Ltd.



Shin Kurushima Dockyard group obtains ClassNK's GDA for LNG-fueled chemical tanker and FGSS

Chemical tanker, IMO Type II & III 97

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Shin Kurushima Dockyard Co.,Ltd. (SKDY) has received General Design Approval (GDA) for 26,000 DWT-class LNG-fueled chemical tankers as well as the fuel gas supply system (FGSS) from the Nippon Kaiji Kyokai (ClassNK) for contributing to further reduction of greenhouse gases (GHG). The marine transport industry has been becoming more active to achieve GHG reduction for conservation of the environment. Under such circumstances, SKDY has so far been tackling development of new ships to cope with reduction of GHG, and has built Japan's first LNG-powered pure car carrier (PCC). In use of ammonia as a main fuel, one of next-generation fuels, the company has also obtained AiP for building ammonia-combustion PCC from ClassNK. In this time, the SKDY group has completed the design of the LNG fueled chemical tanker and FGSS by conducting discussions and studies in cooperation with Shin

Shin Kurushima Dockyard group obtains ClassNK's GDA for LNG-fueled chemical tanker and FGSS

Chemical tanker, IMO Type II & III **97**

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Kurushima Sanoyas Shipbuilding Co., Ltd. (Shin Kurushima Sanoyas), an SKDY group company and FGSS manufacturer. As a result, ClassNK has granted SKDY and Shin Kurushima Sanoyas the GDAs for the chemical tanker and FGSS, respectively.

Acquisition of the GDA means that SKDY's chemical tanker and FGSS have been acknowledged as being equivalent to the detailed design condition, differing from AiP conditions. Therefore, this 26,000DWT-class chemical tanker design including FGSS has cleared various problems that would happen in an actual designing process, and smooth actual design work after receiving a shipbuilding order is possible. Thus, the SKDY group can design and construct not only LNG-fueled ships but also a complete FGSS that covers LNG-fuel supply from LNG fuel tanks to consumer installations. This allows SKDY to meet flexibly requirements of ship owners.

The LNG-fueled ship obtained GDA this time is a SKDY's major series of 26,000DWT-class chemical tanker designed in accordance with the design concept of a 49,000DWT

chemical tanker provided with AiP in 2020, and has designed to have two LNG fuel tanks on the upper deck, which are the Independent Type C tank without secondary barrier.

In general, chemical tankers have the unique upper deck on which many pipelines are laid extendedly. So, when installing LNG fuel tanks, some problems may arise to arrange appropriately the fuel tanks on the deck. In cooperation with Shin Kurushima Sanoyas, SKDY has developed a FGSS-installing procedures provided with the conventional functions as a chemical tanker intact.

In addition, a gas preparation room is arranged between the engine room under the superstructure and the cargo

tanks, and this arrangement optimizes reaches of fuel-gas piping from the fuel tanks as well as the bunker station to the engine room, and makes it possible to supply LNG fuel to the main engine, generator engines, and auxiliary boilers without a hitch. Under the gas preparation room, various tanks and a room for ballast pumps are disposed, not to make wasteful space.

The Shin Kurushima Dock group says that they will continue to develop and construct vessels corresponding to increasing requirements for the environment conservation, utilizing the environment-load-reduction technology based on their experiences in engineering and construction of vessels and marine machinery and equipment.

PRINCIPAL PARTICULARS

Length (o.a.)	149.50 m	Gross tonnage.....	18,900
Breadth (mld.).....	28.40 m	Deadweight.....	26,500 t
Depth (mld.).....	14.60 m	Speed (service).....	14.7 knots
Draft (mld.).....	10.25 m	Builder:	Shin Kurushima Dockyard Co., Ltd.