

# MAERSK NORESUND 2,020 TEU Containership 61

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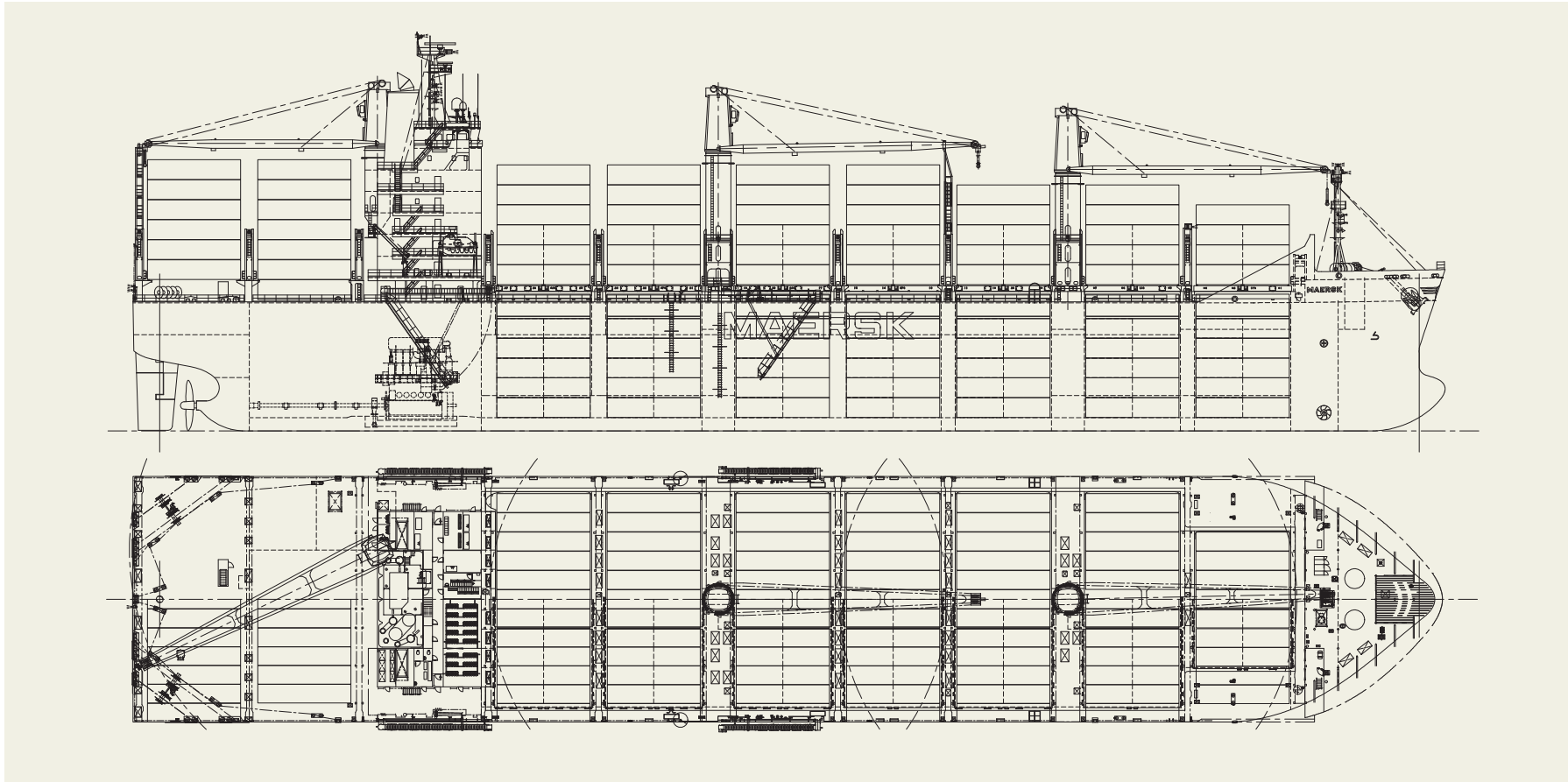


**MAERSK NORESUND** 2,020 TEU Containership **61**

Contents

By Builder

By Ship Type



**PRINCIPAL PARTICULARS**

Breadth (mld.)..... 32.2 m  
 Depth (mld.)..... 16.8 m  
 Gross tonnage.....25,805  
 Deadweight.....28,697

MCR (kw x rpm) ..... 13,500 x 102  
 Speed (service)..... 18 knots  
 Classification.....NK  
 Loading capacity (container).....2,086 TEU  
 Builder: .....Imabari Shipbuilding Co., Ltd.

# ONE INFINITY 24,000 TEU Containership 62

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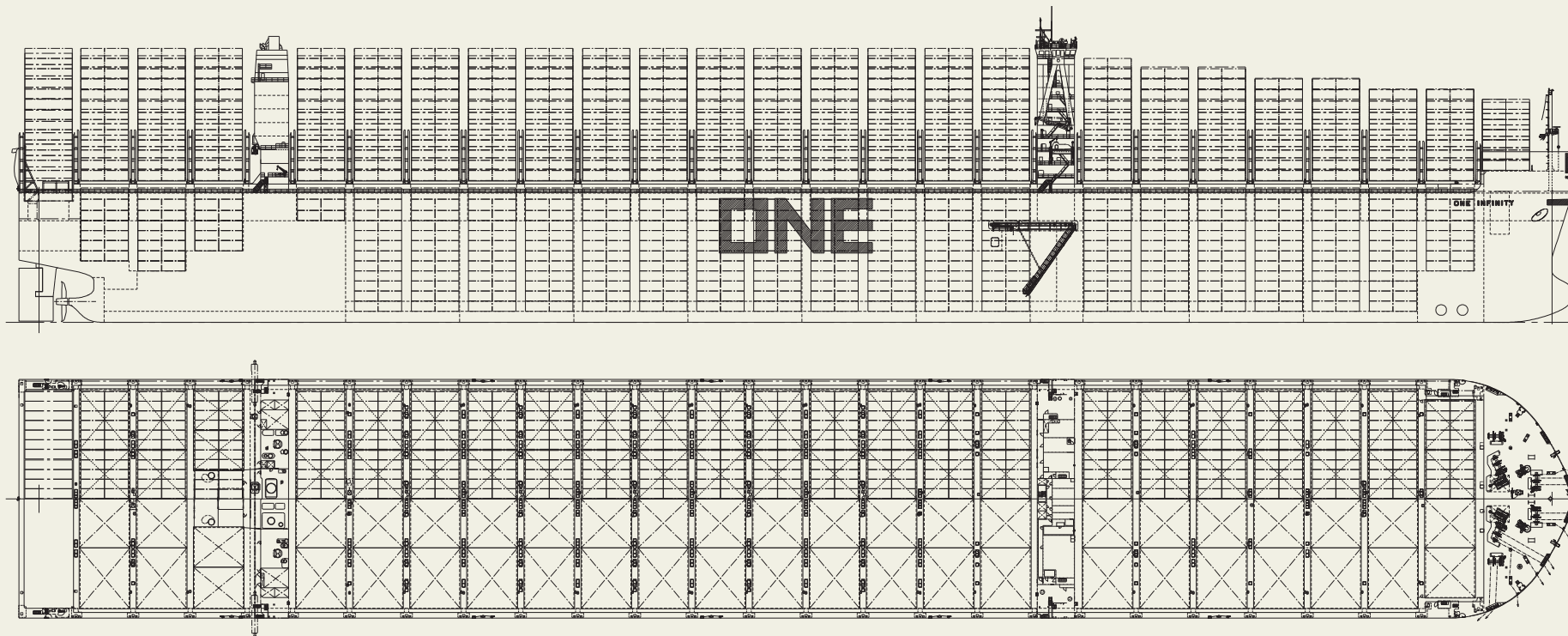


**ONE INFINITY** 24,000 TEU Containership 62

Contents

By Builder

By Ship Type



**PRINCIPAL PARTICULARS**

Breadth (mld.).....61.4 m  
 Depth (mld.).....33.2 m

Classification.....DNV  
 Loading capacity (container).....24,136 TEU  
 Builder: .....Imabari Shipbuilding Co., Ltd.

# EVER FULL 11,000 TEU Containership 63

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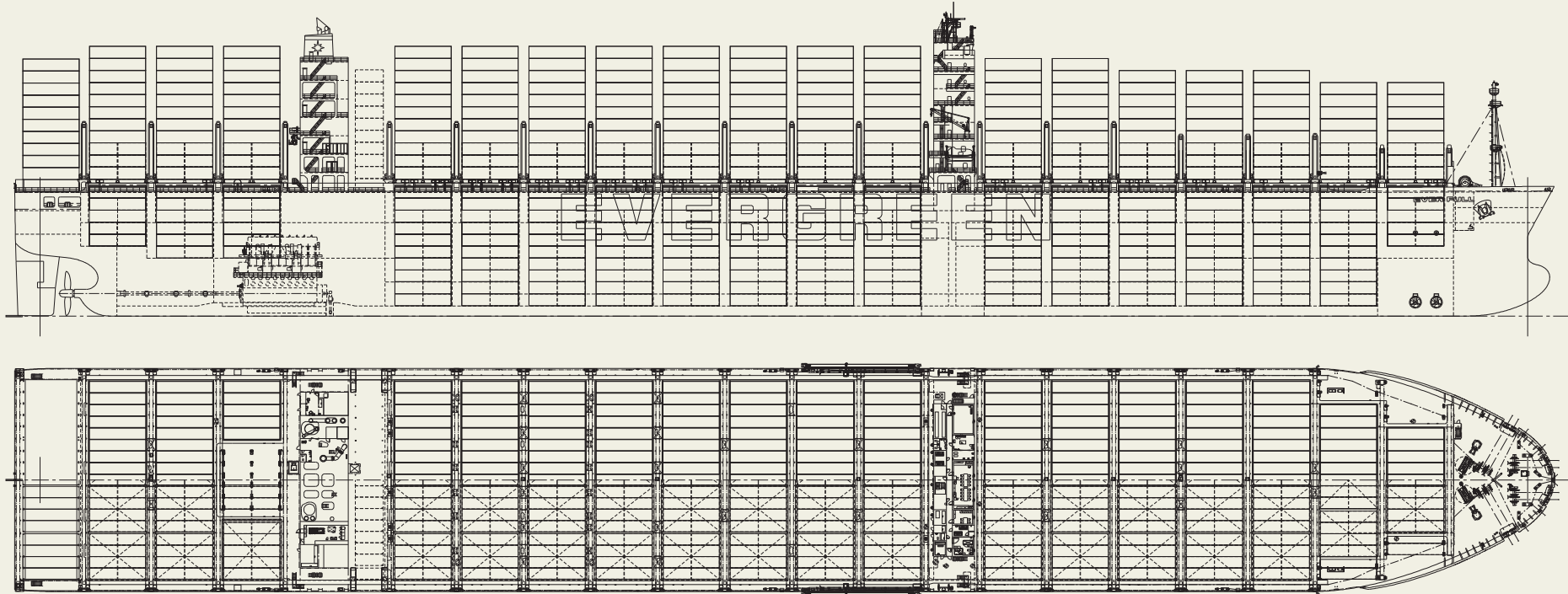


**EVER FULL** 11,000 TEU Containership **63**

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**PRINCIPAL PARTICULARS**

Breadth (mld.).....	48.4 m	MCR (kw x rpm) .....	41,080 x 76
Depth (mld.).....	26.8 m	Speed (service).....	23 knots
Gross tonnage.....	116,295	Classification .....	NK
Deadweight.....	130,573	Loading capacity (container).....	11,888 TEU
		Builder.....	Imabari Shipbuilding Co., Ltd.

# ONE INNOVATION 24,000 TEU Containership 64

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# ONE INNOVATION 24,000 TEU Containership 64

Contents By Builder By Ship Type

Japan Marine United Corporation (JMU) delivered 24,000TEU container ship, "ONE INNOVATION" at its Kure Shipyard on 2nd June 2023.

## Features

1. This is the 1st Vessel of newly developed 24,000TEU type container ship, the largest class cargo capacity in the world, which utilizes JMU's technology to achieve a high level of both environmental and loading performance and is designed to operate in wide range of sea area.
2. By adopting JMU's original energy saving devices such as SURF-BULB®, the ALV-Fin® and Rupas® rudder, we have achieved extremely high fuel efficiency despite such a large hull size. This Vessel significantly satisfies the EEDI Phase 3 (reduction rate of 50% or more from the reference line) in advance that became mandatory for the vessels contracted after 1st January, 2022.
3. Brittle crack arrest technology in extremely thick, high-strength steel plates for this size of vessel has been applied for the first time in the world, which improves safety of

the hull structure without sacrificing loading efficiency.

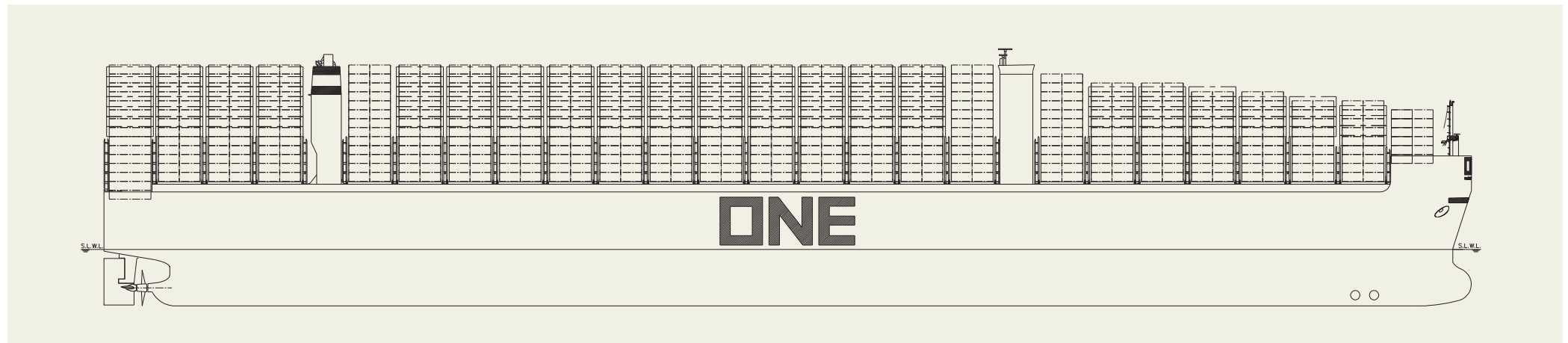
4. MAN-B&W's latest electronically controlled main engine, Mark 10.6 and inverter-controlled cooling sea water pump contribute to reduce the fuel oil consumption.
5. To improve performance in the actual sea, "Bow Wind Cover" is equipped, making it possible for the first time in the world to allow containers to be loaded onto mooring deck inside the "Wind Cover".
6. This vessel is equipped with INS (Integrated Navigation System) with seats and fully enclosed navigation bridge, improving the convenience and safety for steering

during voyage and reaching/leaving the pier.

7. Voyage assistance and monitoring of the engine room by CCTV camera system is provided for improved safety.
8. As cyber security measure, the vessel has applied DNV Cyber Secure notation.
9. This vessel complies with various environmental regulations such as; a hybrid type EGCS SOx scrubber, complying with requirements for maintaining a list of hazardous materials; AMP(Alternative Maritime Power) that allows the diesel generator to be shut down during cargo handling at the quay.

## PRINCIPAL PARTICULARS

Length (o.a.) .....	399.95 m	Main engine .....	MAN-B&W 9G95ME-C10.6
Breadth (mld.).....	61.40 m	Complement.....	34
Depth (mld.).....	33.20 m	Classification .....	DNV
Draft (mld.).....	16.50 m	Builder.....	JMU





# WAN HAI 363 3,013 TEU Containership 65

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# WAN HAI 363 3,013 TEU Containership 65

Contents By Builder By Ship Type

Japan Marine United Corporation (JMU) delivered the 3,013 TEU container ship, "WAN HAI 363" at its Kure Shipyard on 30th May 2023.

## Features

1. This Vessel is 3,013TEU type container ship that is compliant with NOx Tier III, which is the NOx emission regulation. This vessel is optimally designed for medium to long range voyage in order to comply with expanding seaborne trade volume for both Asian regional trade and to/from Asian countries 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.
2. This Vessel achieves high propulsion efficiency through its advanced lower resistance hull form and JMU's origi-

nal energy saving devices such as the ALV-Fin® (Advanced Low Viscous resistance Fin) and LV-Fin(Low Viscous resistance Fin)..

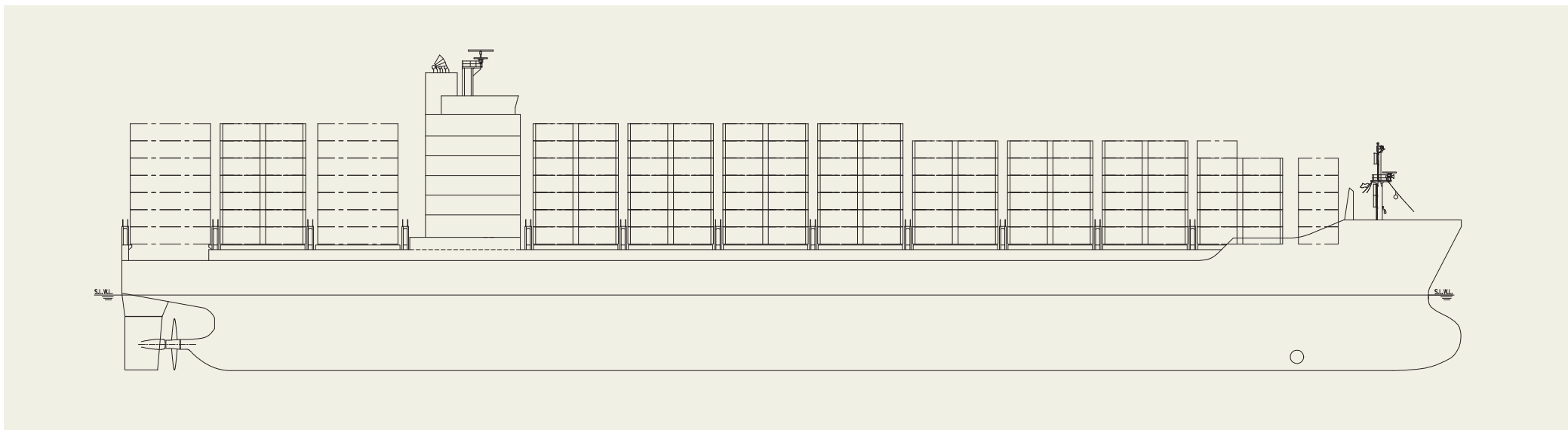
3. MAN-B&W's latest electronically controlled main engine, Mark 10.5 and inverter-controlled cooling sea water pump reduce the fuel oil consumption.
4. This vessel is equipped with INS (Integrated Navigation System) and full enclosed navigation bridge, improving

the convenience and safety for steering during voyage and reaching/leaving the pier.

5. In consideration of the environment, this vessel is equipped with AMP(Alternative Maritime Power) that allows the diesel generator to be shut down during cargo handling at the quay.
6. Voyage assistance and monitoring of the engine room by CCTV camera system improves safety.

### PRINCIPAL PARTICULARS

Length (o.a.) .....	203.50 m	Deadweight.....	36,776
Breadth (mld.).....	34.80 m	Main engine .....	MAN-B&W 7S70ME-C10.5
Depth (mld.).....	16.60 m	Complement.....	25
Draft (mld.).....	11.5 m	Classification .....	ABS/CR
Gross tonnage.....	30,776	Builder.....	JMU



# SUSTAINABLE EARTH 1,091 TEU Containership 66

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# SUSTAINABLE EARTH 1,091 TEU Containership 66

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1,000 TEU-type container carrier with the best balance  
The high cargo capacity combined with the top-class fuel efficiency is designed to maximize the benefits of the operators. This container carrier is the embodiment of optimum solutions for feeder transport.

## Features

- Fuel efficiency and environmental performance
  - The unique hull form, which reduces resistance, is paired with our exclusive fuel-efficiency technologies to improve the ship's performance.
  - 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.

## 2. Versatility

- As gross tonnage is less than 10,000, there is no need for a pilot in Japan's major ports.
- Equipped with reefer container sockets on both the upper deck and cargo holds. Some cargo holds can also load dangerous cargo containers.
- The accommodation house is located at the stern end.

This allows the crane to move smoothly and faster in loading / discharging operation.

## 3. Loading performance

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

## PRINCIPAL PARTICULARS

Length (o.a.) .....	146 m
Breadth (mld.) .....	23.25 m
Depth (mld.) .....	11.5 m

Draft (mld.) .....	8.5 m
Gross tonnage .....	less than 10,000
Loading capacity (container) .....	Max. 1,091 TEU
Builder: .....	Tsuneishi Shipbuilding Co., Ltd.

