



Imabari completes 205,000 DWT bulk carrier



Imabari shipbuilding has delivered the 206,312 DWT bulk carrier, BERGE BONDE (HN: 8049) to the owner La Darien Navegacion S. A. at the Saijo Shipyard. The BERGE BONDE is one of a series of four 205,000DWT type bulk carriers with a beam of 50m developed by Imabari.

The vessel has been designed to meet recent bulk carrier safety requirements as an ocean going bulk carrier suitable for carrying coal, ore, and other bulk cargoes except grain cargoes. The vessel can load heavy cargoes in the Nos. 1, 3, 5, 7, and 9 cargo holds under alternate conditions and load/unload at two different ports under the condition of homogeneous cargo.

The vessel consists of nine cargo holds of double hull construction with top side tanks and side hopper tanks. This design makes cargo handling and cargo hold cleaning easier, providing the owners and operators with superior cost performance. The No. 6 cargo hold is utilized as the water ballast tank and the Nos. 2 and 8 cargo holds only for port use water ballast tanks.

According to the rule requirements, the vessel is pro-

vided with water ingress alarms in each hold, F. P. T. and the bosun's store. The alarm panel is provided in the wheelhouse.

The vessel is provided with the side sliding type cargo hatch covers that are driven by hydraulic operation and well fitted to each cargo hatch on the upper deck. Two hatch covers can be operated (opening/closing) simultaneously within about three minutes per hold.

An energy saving device is provided at the fore edge of the rudder just after the propeller.

Principal particulars

L (o.a.) x L (b.p.) x B x D x d: 299.94m x 291.40m x 50.00m x 24.50m x 18.083m

DWT/GT: 206,312t/104,727t

Hold capacity: 220,021.91m³

Main engine: KAWASAKI-MAN B&W 6S70MC-C x 1 unit

MCR: 18,630kW x 91rpm

Speed, service: 15.1kt

Complement: 25

Classification: NK



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Kawasaki completes 185,000DWT bulk carrier, CAPE DOVER

Kawasaki Shipbuilding Corporation has completed the 185,000DWT bulk carrier, CAPE DOVER (HN: 1582) at the Sakaide Shipyard and delivered the vessel to its owner, "K" Line Bulk Shipping (UK) Limited.

The CAPE DOVER, as a large and most advanced bulk carrier, has rationalized cargo-handling equipment

and other installations to facilitate handling of such equipment. It is designed for increased ship safety in compliance with the new regulations for bulk carriers.

The new hull form is applied to minimize the propulsion resistance, and the latest fuel conserving diesel engine, efficient propeller, and the Ka-

wasaki Rudder Bulb with Fin are employed. This decreases the fuel consumption.

Measures are taken to minimize NO_x emission from the engines, and foam agent is used for the fire extinguishing system instead of the conventional CO₂ type. Air conditioners and refrigerators use a new refrigerant. Thus the vessel is considered to be adaptable for the environment.

Principal particulars

L (o.a.) x L (b.p.) x B x D x d: 290.00m
x 280.00m x 47.00m x 24.40m
x 17.95m

DWT/GT: 185,805t/92,993t

Cargo hold capacity: 205,722m³

Main engine: Kawasaki-MAN B&W
6S70MC MkVI diesel x 1 unit

MCR: 16,860kW x 91rpm

Speed, service: abt. 14.7kt

Complement: 28

Classification: NK

Completion: Jan. 31, 2006



MES completes Dunkerquemax bulker, NSS GRANDEUR

Mitsui Engineering & Shipbuilding Co., Ltd. (MES) has delivered the 177,000DWT bulk carrier, NSS GRANDEUR (HN: 1646) to Grand Shipping S. A. of Panama at the Chiba Works.

The NSS GRANDEUR is the 10th of the MES Dunkerquemax series, which is designed with super-wide hatch openings to facilitate cargo-handling work. The ship has nine holds and nine hatches and the total cargo hold capacity of 197,014m³.

The main engine is the Mitsui-MAN B&W 6S70MC diesel engine that satisfies the IMO environmental standards for exhaust gas. Optimal matching at normal output allows decreasing fuel consumption. Adoption of the electric-control lubrication system for the engine cylinders contributes to cost reduction in ship operation.

The ballast tanks of top and bottom side are separated to facilitate ballasting and deballasting work. The exchange of ballast water is possible

during navigation for marine environment protection.

The diesel engines for electric power generation also meet the IMO environmental standards for exhaust gas.

Principal particulars

L (o.a.) x L (b.p.) x B x D x d: 289.00m
x 279.00m x 45.00m x 24.40m x
17.95m

DWT/GT: 176,882t (d=17.95m)/
88,819t

Main engine: Mitsui-MAN B&W
6S70MC diesel x 1 unit

MCR: 16,860KW x 91rpm

Speed, service: 15.0kt

Complement: 30

Classification: NK

Completion: Jan. 23, 2006



Universal Shipbuilding completes 200,000DWT bulker, SPLENDIKS

Universal Shipbuilding Corporation delivered the 200,000DWT type bulk carrier, SPLENDIKS, for Lepta Shipping S. A. at its Tsu Shipyard in January 2006.

The vessel design is called Newcastle-maxim that is the most efficient for a vessel of shallow draft and displaces over 200,000DWT at scantling draft. This is the fourteenth vessel in the series of this ship type built by the company.

The bow above the waterline of the vessel is shaped as the Ax-Bow that can decrease wave resistance at sea. The cargo hold part has nine holds and nine hatch covers highly suitable for loading and unloading of cargoes.

The main engine is a long two stroke, low speed, turbocharged diesel engine that attains very high energy saving together with the effect of the sophisticated hull form and the Surf-Bulb device provided after the propeller.

The SPLENDIKS is the most modern 200,000DWT type bulk carrier built with well-proven design and the latest shipbuilding technologies. The company is very proud that their bulk carriers have been accepted by many bulk shipping companies and traders in all over the world. Therefore, the company expects that the new vessel, SPLENDIKS, will increase business opportunities for all concerned and

bring prosperity to the owner.

Principal particulars:

L (o.a) x B x D x d : about 300.00m x 50.00m x 24.10m x 17.88m

Displacement: 203,233DWT/101,933GT

Main engine: MAN B&W 6S70MC Mk6 x 1 unit

Speed, service: 14.7kt

Classification: NK



Naikai Zosen completes car carrier, COLORADO HIGHWAY

Naikai Zosen Corporation has completed construction of the pure car carrier, COLORADO HIGHWAY (HN: 695), for River Spring Corporation at the Setoda Works. The carrier can carry 4,300 units of standard passenger cars.

The car carrier is the roll-on/off type and accommodates passenger cars, trucks, buses, and heavy vehicles. The cargo decks consist of total 11 decks: seven over the boarding deck and three below the boarding deck. Two

decks (Nos. 5 and 7) of these are lift-able decks to accommodate heavy duty vehicles. The other decks are provided for passenger cars and the like. High roof vehicles can be accommodated on any deck.

Three shore ramps are provided: two at both midship sides and one at the starboard of the stern. Vehicles can enter the boarding deck and go to upper decks or down to lower decks via hold ramps. The bow thruster is installed to facilitate berthing and

unberthing.

The fuel tanks are encompassed by double hull construction to protect the marine environment from pollution. The settling-service tanks are provided for low sulphur fuel. Other measures taken for environmental protection include the employment of R404A refrigerant, which has zero coefficient for ozone depletion, the alpha system for lubricating main engine cylinders, and the air-sealing type stern tube.

Principal particulars

L (o.a.) x L (b.p.) x B x D x d: 183.00m x 170.00m x 30.20m x 28.80m (14.40m) x 7.70m

DWT/GT: 12,806t/44,382t

Car carrying capacity: 4,300 units

Complement: 28

Main engine: MAN B&W 6S60MC-C diesel x 1 unit

MCR: 11,620 kW

Speed, service: 20.0kt

Classification: NK

Registration: Panama

Completion: Dec. 20, 2005



MES completes ARCTIC DISCOVERER for Lloyds TSB Equipment Leasing



Mitsui Engineering & Shipbuilding Co., Ltd. (MES) has delivered the ARCTIC DISCOVERER (HN: 1564), a 140,000m³ MOSS Type LNG carrier at its Chiba Works to Lloyds TSB Equipment Leasing (No.1) Limited. Features of ARCTIC DISCOVERER

ERER are as follows:

- Ice strengthening of hull structure and winterization of equipment are adopted for transportation in the North Sea.
- Conformity to DNV's highest comfort class notation "COMF-V" provides comfortable environment in accommodation space.
- For environmental friendliness, double side hull of fuel oil tanks and a high-performance oil separator of the bilge drainage system in the

engine room are adopted.

- Automated ballasting operation and combined use of high-lift rudder and bow thruster in port contribute to reducing work loads. Bridge arrangement complying with DNV's notation "NAUT-AW" brings safe and efficient operation.
- Integrated management system for machinery, cargo handling and electric power is provided.

Principal particulars

L (o.a.) x L (b.p) x B x D x d: 289.50m x 277.00m x 48.40m x 26.50m x 11.30m

DWT/GT: 75,485t/118,571t

LNG tank capacity: abt. 140,000m³

Main engine: Steam turbine x 1 unit

MCR: 27,000kW x 81rpm

Speed, trail max.: 21.08kt

Complement: 46

Classification: DNV

Completion: Feb. 15, 2006

Toyohashi completes Panamax car carrier, CETUS LEADER

Toyohashi Shipbuilding Co., Ltd. has completed construction of the CETUS LEADER, a pure car carrier with a carrying capacity of 5,427 units based on the standard passenger car (6,405 units based on RT43L) for Zuijin Shipholding S. A. of Panama.

This is the fifth car carrier in the series of PCCs being built in succession by Toyohashi. The CETUS LEADER is designed to carry passenger cars, trucks, recreational vehicles (RV), and containers. The carrier has 12 car decks and one garage, two car decks of which are liftable.

The main engine is a low-speed and long-stroke type diesel engine coupled with a high-performance propeller, which saves fuel oil consumption.

Principal par-

ticulars

L (o.a.) x B x D x d: 199.94m x 32.26m x 34.80m x 10.30m

DWT/GT: 21,466t/62,195t

Main engine: Kobe Diesel-Mitsubishi 8UEC 60LSII diesel x 1 unit

MCR: 15,540kW (21,129PS) x 104min⁻¹ (rpm)

NOR: 13,209kW (17,960PS) x 98.5min⁻¹ (rpm)

Speed, max. trial: 21.72kt

Speed, service: 20.0kt

Classification: NK

Complement: 28



To our readers

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Tsuneishi obtains ISO 14001 certificate

Tsuneishi Corporation obtained ISO 14001 for environmental management from The Lloyd's Register Quality Assurance (LRQA) after passing extensive examinations on Dec. 20, 2005, and the attestation ceremony took place at the company on Jan. 30, 2006.

The certificate covers the following factories, and business departments: Tsuneishi Factory, Tadotsu Factory, Management Headquarters, Planning Division, affiliated companies located within the area of Tsuneishi Factory, Head Office of Tsuneishi Iron Works Co., Tadotsu Office, and Craft Factory of Tsuneishi Forestry Construction Co., Ltd.

Upon acquisition of the certificate, Tsuneishi will continue to strongly promote environment preservation activities, i.e., energy and resource saving will firstly be targeted to reduce emission of exhaust gases that cause global warming. Moreover, management of chemical substances will be strengthened, and industrial



Photo shows Mr. K. Kambara, President of Tsuneishi (left) and Mr. S. Batters, President of LRQA, Japan at the attestation ceremony

wastes will be minimized. Through such endeavors, the company will contribute to the protection of the marine and atmospheric environments from pollution.

Tsuneishi says that it is now ready to establish an integrated management system for environment preservation and production. The latter is

covered by ISO 9001/2000 of the quality management system acquired in 1999. In addition to meeting customers' requirements for quality, the company will conduct its business activities conscious of the global environment, which will be achieved by building environment friendly ships and other products.

The 20th Posidonia 2006 (The International Shipping Exhibition) will take place at the Hellenikon Exhibition Centre in Helleniko for five days from June 5 through 9. This event is organized by the Posidonia Exhibitions SA and sponsored by the Greek Ministry of Mercantile Marine, Union of Greek Shipowners, etc., and organizations related to the maritime in-

JSEA participates in Posidonia 2006

dustry.

The Japan Ship Exporters' Association consisting of 12 Japanese shipbuilders will participate in the exhibition with the financial support of

The Nippon Foundation and in cooperation with The Shipbuilders' Association of Japan. JSEA and the Nippon Kaiji Kyokai (Class NK) co-exhibitors will use a 292.65m² exhibition area where Japanese shipbuilding technology will be presented. Particular ship hull forms and newly developed ship designs will be introduced with the plasma vision system and other displays.

Shipbuilders:

IHI Marine United Inc.
Imabari Shipbuilding Co., Ltd.
Kawasaki Shipbuilding Corporation
Mitsubishi Heavy Industries, Ltd.
Mitsui Engineering & Shipbuilding Co., Ltd.
Namura Shipbuilding Co., Ltd.
Oshima Shipbuilding Co., Ltd.
Sanoyas Hishino Meisho Corporation
Sasebo Heavy Industries Co., Ltd.
Shin Kurushima Dockyard Co., Ltd.
Sumitomo Heavy Industries Marine & Engineering Co., Ltd.
Universal Shipbuilding Corporation



NIZWA LNG

Owner: Oryx LNG Carrier S. A.
Builder: Kawasaki Shipbuilding Corporation
Hull No.: 1562
Ship type: LNG carrier
L (o.a.) x L (b.p.) x B x D x d:
 289.50m x 277.00m x 49.00m x 27.00m x 11.90m
DWT/GT: 77,252t/118,608t
Cargo tank capacity: 145,469m³(at -163°C, 98.5%)
Main engine: Kawasaki-UA-400 steam turbine engine x 1 unit
MCR: 26,900kW x 80rpm
Speed, service: abt. 19.5kt
Classification: NK
Completion: Dec. 19, 2005

**GAS FRIEND**

Owner: KSS Line Ltd.
Builder: Mitsubishi Heavy Industries, Ltd.
Hull No.: 2212
Ship type: LPG Carrier
L (o.a.) x B x D x d: abt. 230m x 36.60m x 20.80m x 10.60m
DWT/GT: 48,826t/46,129t
Cargo tank capacity: 78,913m³
Main engine: Mitsubishi-7UEC60LS diesel x 1 unit
Speed, service: 16.7kt
Classification: KR
Completion: Dec. 20, 2005

**TRIDENT STAR**

Owner: Green Spanker Shipping S. A.
Builder: Namura Shipbuilding Co., Ltd.
Hull No.: 250
Ship type: Tanker
L (o.a.) x L (b.p.) x B x D x d:
 241.03m x 232.00m x 42.00m x 21.20m x 14.923m
DWT/GT: 105,996t/56,365t
Main engine: B&W 6S60MC (Mk 6) diesel x 1 unit
Output: 11,770kW x 103.6rpm
Speed, trial max.: 16.24kt
Classification: ABS
Completion: Nov. 9, 2005

**YASA TEAM**

Owner: Clyde Maritime S. A.
Builder: Sanoyas Hishino Meisho Corp.
Hull No.: 1233
Ship type: Bulk carrier
L (o.a.) x L (b.p.) x B x D x d:
 225.00m x 217.00m x 32.26m x 19.30m x 13.995m
DWT/GT: 75,621mt/38,895t
Cargo hold capacity: 89,201m³
Main engine: MAN B&W 7S50MC-C diesel x 1 unit
MCR: 12,200ps
Speed, service: 14.5
Classification: NK
Completion: Feb. 2, 2006

**TOKIWA GLORY**

Owner: I. M. A. Lines Co., S. A.
Builder: Mitsui Engineering & Shipbuilding Co., Ltd.
Hull No.: 1609
Ship type: Bulk carrier
L (o.a.) x L (b.p.) x B x D x d:
 189.99m x 182.00m x 32.26m x 17.90m x 12.55m
DWT/GT: 55,742t/31,279t
Main engine: Mitsui MAN B&W 6S50MC-C diesel x 1 unit
MCR: 9,480kW x 127.0rpm
Speed, service: 14.5kt
Classification: NK
Completion: Feb. 8, 2006

**SIMURGH**

Owner: Bulkstar Enterprise Co., Ltd.
Builder: Oshima Shipbuilding Co., Ltd.
Hull No.: 10400
Ship type: Bulk Carrier
L (o.a.) x L (b.p.) x B x D x d:
 189.99m x 185.79m x 32.26m x 17.62m x 12.515m
DWT/GT: 54,881t/31,385t
Main engine: Kawasaki MAN B&W 6S50MC-C (Derating)
MCR: 11,160 ps x 110.0rpm
NOR: 9,485 ps x 104.2rpm
Speed, trial max.: 15.70kt
Classification: NK
Completion: Nov. 9, 2005

