

MOL and Sanoyas Hishino Meisho team develop new 116-type Handy Cape bulk carriers



Image of the new Handy Cape

Mitsui O.S.K. Lines, Ltd. (MOL) and Sanoyas Hishino Meisho Corporation have announced that the companies have jointly developed a 116,000DWT-type bulk carrier. Two of the vessels will be built in 2009 and 2010.

This type of the vessel has been named the "HANDY CAPE" because of the greater versatility compared with standard Capesize bulkers.

Sanoyas has continued to develop bulkers for the next-generation, which are larger than the current Panamax bulkers. MOL and Sanoyas have finally developed the forward-looking HANDY CAPE, anticipating the ex-

pansion of the Panama Canal scheduled around 2015.

Because of the expansion of the Panama Canal, trade patterns of the three major bulk cargoes of the world (iron ore, coal, and grain) are expected to change. MOL and Sanoyas expect a strong increase in demand for the HANDY CAPE.

Main specifications

Length:	245m
Width:	43m
Draft:	15.3m
Deadweight tonnage:	about 116,000mt
Main engine:	MAN B&W 6S60MC-C diesel engine x 1 unit



For further information please contact:

Website: <http://www.jsea.or.jp>

JAPAN SHIP EXPORTERS' ASSOCIATION

15-16, Toranomom 1-chome, Minato-ku, Tokyo 105-0001 Tel: (03) 3508-9661 Fax: (03) 3508-2058 E-Mail: postmaster@jsea.or.jp

Imabari completes container carrier, HANJIN SURABAYA

Imabari Shipbuilding Co., Ltd. delivered the 1,700TEU gearless-type container carrier, HANJIN SURABAYA (HN: S-672), to a domestic owner at the Imabari shipyard on Jan. 20, 2007. The vessel was designed and constructed as an ocean-going container carrier of the flush deck type with forecastle deck and has a diesel engine driving a single screw propeller.

The vessel has five container cargo holds (twin twenty) at the ship forward section, each of which stows containers in nine rows and five stacks. Stowage on the hatch covers allows 11 rows and four to six tiers. There are 16 bays arranged for 20ft containers on the hatches forward of the bridge, and two bays for 40ft containers on pedestals with suitable height over the aft mooring deck. 202 receptacles are provided for air-cooled type refrigerated containers: 172 receptacles on hatches and 30 receptacles in holds.

Moreover, the vessel has the Class NK's characters "Equipped for Carriage of Dangerous Goods (EQ C DG)." Subsequently, IMO classified dangerous goods can be stowed in the in-



tended holds and on the hatch covers with required equipment.

An auto-heel control system is equipped for safe cargo handling operation using a pair of No. 4 side ballast tanks. For berthing and unberthing, a bow thruster ensures easy and safe operation. The main diesel engine is the two stroke (long stroke, two cycle) MITSUI-MAN B&W 7S60MC (Mk 7) type, and both main engine and diesel generator engines comply with MARPOL 73/78 Annex VI Reg. 13 on NO_x emission. The vessel complies with the new SOLAS

rules and regulations such as VDR and AIS for easy and safe operation.

Principal particulars

L (o.a.) x L (b.p.) x B x D x d: 171.99m x 160.00m x 27.60m x 14.00m x 9.5m
 DWT/GT: 21,978t/17,225t
 Number of containers: 1,708TEUs
 Main engine: MITSUI-MAN B&W 7S60MC (Mk 7) diesel x 1 unit
 MCR: 15,820kW x 105rpm
 Speed, service: about 19.7kt
 Complement: 25
 Classification: NK
 Completion: Jan. 20, 2007

Kawasaki delivers VLCC, YAMATOGAWA, to KAW1572 SHIPPING

Kawasaki Shipbuilding Corporation has delivered the VLCC, YAMATOGAWA (HN: 1572), to KAW1572 SHIPPING S. A. at the Sakaide Shipyard. The vessel has the largest oil-loading capacity which can

pass through the Straits of Malacca and can visit any major oil unloading berth in Japan. The fuel oil tanks and oil pump room are protected by the double hull structures like cargo oil tanks, to prevent marine pollution.

For energy saving, the vessel is equipped with the Rudder Bulb with Fins and the highly efficient propeller.

Principal particulars

Length, o.a.: 333.00m
 Length, b.p.: 324.00m
 Breadth, mld.: 60.00 m
 Depth, mld.: 29.00 m
 Draft, mld.: 20.417m at full load
 GT: 160,231t
 DWT: 302,488t
 Cargo tank capacity: 351,643m³
 Main engine: Kawasaki-MAN B&W 7S80MC-C diesel x 1 unit
 MCR: 27,160kW x 76rpm
 Speed, service: 15.58kt
 Complement: 35
 Classification: ABS
 Completion: December 2006



Universal completes Suezmax tanker, GENMAR KARA G

Universal Shipbuilding Corporation delivered a Suezmax tanker, GENMAR KARA G, to GMR NEWBUILDING 2 LLC at the Tsu Shipyard on Jan. 15, 2007. The vessel designed to carry crude oil is the 24th vessel of this type built by Universal.



The vessel has a larger dead-weight even at shallow draft and is provided with greater flexibility to cope with various port restrictions. The hull structure is designed for extending a fatigue life of 30 years (DnV, PLUS-1).

The sophisticated hull form and Surf-Bulb (Rudder Fin with Bulb) achieve very high energy saving. Furthermore, USC's patented AX-Bow contributes to decreasing the added wave resistance at sea. The main engine and generator engine satisfy the IMO environmental requirements, and the vapor emission control system is installed to meet USCG's regulation.

Principal particulars

L (o.a.) x L (b.p.) x B x D x d: 274m x 263m x 48m x 22.4m x 16m
 DWT/GT: 150,296MT/79,235
 Loading capacity: 170,108m³
 Main engine: Sulzer 6RTA72 diesel x 1 unit
 Speed: 16.2kt
 Complement: 30
 Classification: DnV
 Completion: January 15, 2007

Naikai completes PCC, SIERRA NEVADA HIGHWAY

Naikai Zosen Corporation has completed SIERRA NEVADA HIGHWAY (HN: 697), a vehicle carrier with a transport capacity of 4,300 units of ordinary passenger cars, for River Spring Corporation of Panama.

The carrier is the roll-on/roll-off type with multi decks and has a single-screw driven with the diesel engine. Passenger cars, trucks, buses, and heavy vehicles can be accommodated.

The upper decks consist of eight car decks including the boarding deck, and three car decks are arranged below the boarding deck. Two of the total eleven decks are the liftable types, and Nos. 5 and 7 decks can accommodate heavy-duty vehicles including construction machinery.

Other decks can load passenger cars and so on. The boarding deck has shore ramps provided at the aft and midship sections of the starboard side, through which vehicles move onto the ship and reach the cargo hold via hold ramps.

The vessel's bunker oil tanks are protected with double hull structures as measures for marine pollution preven-

tion. The bow thruster is provided to facilitate berthing and unberthing.

Principal particulars

Length (o.a.): 183.00 m
 Length (b.p.): 170.00 m
 Breadth, mld.: 30.20 m
 Depth, mld.:
 28.80m at the upper deck
 14.40m at the boarding deck
 Designed draft, mld.: 7.70m

DWT: 12,851t
 GT: 44,364t
 Loading capacity: 4,300 units in terms of passenger cars
 Complement: 28
 Main engine: MAN B&W 6S60MC-C diesel x 1 unit
 MCR: 11,620kW
 Speed, service: about 20.0kt
 Classification: NK
 Completion: Jan. 31, 2007



Niigata Shipbuilding receives order for 12,000DWT class chemical tanker, NiigataMax

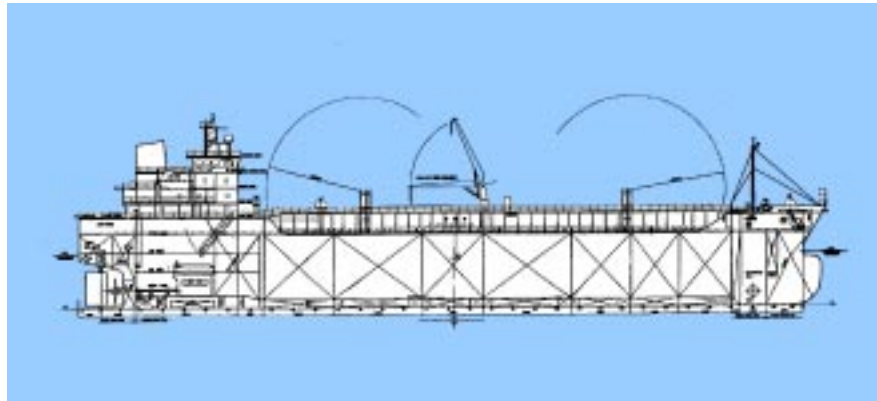
Niigata Shipbuilding & Repair, Inc., a subsidiary company of Mitsui Engineering & Shipbuilding Co., Ltd., has received an order for construction of an 11,500DWT chemical tanker named NiigataMax. The vessel is the next solution of the company to meet demand for transport of chemical products. The first NiigataMax will be completed for an owner at the Niigata Shipyard in 2008.

The NiigataMax will measure 119.2m in overall length, 20m in breadth, and 11.65m in depth. The gross and deadweight tonnages will be about 7,350t and 11,500t, respectively. The main engine will use a Makita-Mitsui MAN B&W 7L35MC diesel engine that develops the maximum output of 4,550kW at 210min⁻¹.

The ship service speed is designed at about 13.5 knots. Special coating will be applied to the cargo tanks. The ship classification is the American Bureau of Shipping (ABS).

The company previously specialized in building workvessels and special vessels. Recently it entered the

merchant vessel market, constructing coastal ships called the "Super Eco Ship" and others. At present, Niigata Shipbuilding is building a 10,400DWT bunker tanker, the biggest in the world, the delivery of which is scheduled for the latter half this year.



MES delivers THERESE SELMER, 56,000 DWT type bulk carrier

Mitsui Engineering & Shipbuilding Co., Ltd., (MES) recently completed the 56,000DWT type bulk carrier THERESE SELMER (HN: 1632), which had been under construction at its Tamano Works, and delivered the ship to the owner, Oskar Wehr KG GmbH & Co., Germany.

The Handy-Max type bulk carriers of MES are highly valued for their excellent performance by European shipowners and ships have been delivered to Denmark, Britain, Greece, etc. This is the 4th ship ordered by German shipowners for the first time in years.

The ship is classified by DNV and is registered under the flag of the Marshall Islands.

The ship is the 47th built by MES of its series of 56,000 deadweight type handy-max bulk carriers. The cargo hold capacity is over 70,000 m³. Furthermore, in order to secure bigger operational flexibility, the

cargo hold is strengthened to accommodate heavy hot coils (of 25t x 2 tiers) and its bow construction is well prepared to cope with bow slamming during normal ballast conditions.

Principal Particulars

Length, o.a.:	189.99 m
Length, b.p.:	182.00 m
Breadth, mld.:	32.26 m
Depth mld.:	17.90 m
Draft mld.:	12.55 m
GT:	31,222t
DWT:	55,682t
Main Engine:	MITSUI-MAN B&W 6S50MC-C diesel x 1 unit
MCR:	9,480kW x 127.0 rpm
Speed, service:	14.5 knots
Complement:	24



To our readers

- Please notify us of any change in address by letter, telefax, or E-mail together with the old mailing label to ensure you continue to receive SEA-Japan.
- We welcome your comments about SEA-Japan. Please address all correspondence to the Japan Ship Exporters' Association (JSEA), or the Japan Ship Centre (JETRO) in London.
- Address (Tokyo): 15-16, Toranomon 1-chome, Minato-ku, Tokyo 105-0001 / Tel: (03) 3508-9661 Fax: (03) 3508-2058
E-mail: postmaster@jsea.or.jp
- Address (London): 2nd Floor, 6 Lloyd's Avenue, London EC3N 3AX, UK / Tel: +44 (0) 20 7680 9456 / Fax: +44 (0) 20 7680 9416
E-mail: info@jsc.org.uk
URL: <http://www.jsc.org.uk>
Portalsite: maritimejapan.com

Electric-drive CRP mounted cargo ship completed

—Reduces fuel consumption by over 10%—

IHI Marine United, Inc. (IHIMU) has delivered Shinei Maru, a 492GT general cargo/oil tanker with the contra-rotating propulsion (CRP) unit driven by electric motors, to the co-owner, Nijjima Bussan Kabushiki Kaisha (coastal forwarder in Japan) and Japan Railway Construction, Transport and Technology Agency (JRTT), at Sanuki Shipbuilding & Ironworks Co., Ltd. in Kagawa Pref., to which IHIMU had subcontracted construction of the ship.



This is the first use of the electric motor-driven CRP unit in Japan. IHIMU has previously constructed ocean-going vessels with the CRP unit. In the sea trials, the combined use of electric motor drive, CRP, and the energy-saving hull form reduced the fuel consumption by more than 10% compared with the conventional diesel propelled vessel of the same class operating on the route between the Izu Islands and Tokyo.

The ship has also demonstrated superior ship performance thanks to the advanced propulsion system, achieving low noise and vibration as well as low emissions of CO₂ and SO_x (10% less than the conventional ship) and NO_x (about 40%



less). Less fuel consumption and good adaptability to the environment will be further evaluated in actual operation of coastal vessels.

Principal particulars

Ship type: General cargo/oil tanker

L x D x D: 55.0m x 9.8m x 3.5m

GT: 492t

Speed, service: 11.9kt

Propulsion system

Generators: 400kW x 3 units

Propulsion units: 500kW inverter-control electric motors x 2 units

Contra-rotating propellers: 1 unit

Ship completion: Feb. 11, 2207

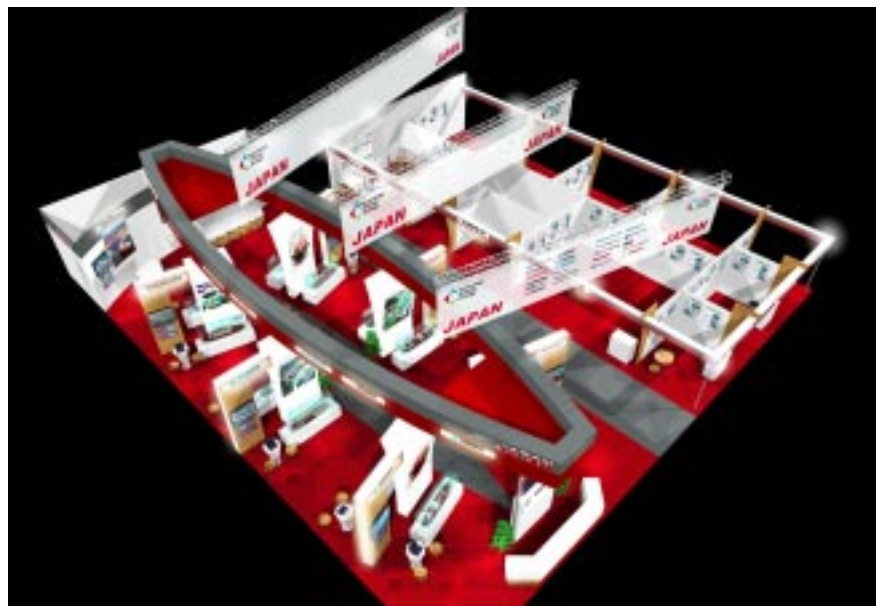
JSEA participates in NOR-SHIPPING 2007

The 21st NOR-SHIPPING 2007 (The 21st International Shipping Exhibition) will take place at the Lillestrom Exhibition Centre in Lillestrom for four days from June 12 through 15. This event is organized by the Norway Trade Fairs (NORGES VAREMESSE) and sponsored by the Norwegian Shipowners' Association and organizations related to the maritime industry. 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 will use a 240m² exhibition area where Japanese shipbuilding technology will be presented. Particular ship hull forms and newly developed ship designs will be demonstrated 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



KASHIMASAN

Owner: Breeze Shipping Navigation S. A.
Builder: Mitsubishi Heavy Industries, Ltd.
Hull No.: 2214
Ship type: VLCC
L (o.a.) x B x D x d: abt. 333.00m x 60.00m x 29.10m x 20.50m
DWT/GT: 300,579t/159,873t
Main engine: 7UEC85LSII diesel x 1 unit
Output: 27,020kW x 76.0rpm
Speed, service: abt. 15.5kt
Classification: NK
Completion: Jan. 31, 2007

**PACIFIC EXPLORER**

Owner: Lepta Shipping Co., Ltd.
Builder: Mitsui Engineering & Shipbuilding Co., Ltd.
Hull No.: 1654
Ship type: Bulk carrier
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: 177,456t/88,484 t
Main engine: MITSUI-MAN B&W 6S70MC diesel x 1 unit
MCR: 16,860kW x 91rpm
Speed, service: 15.0kt
Complement: 25
Classification: NK
Completion: Jan. 16, 2007

**SAGA EXPLORER**

Owner: Navire Shipping Company Limited
Builder: Oshima Shipbuilding Co., Ltd.
Hull No.: 10471
Ship type: General cargo carrier
L (o.a.) x L (b.p.) x B x D x d: 199.20m x 190.00m x 30.50m x 16.40m x 10.00m
DWT/GT: 46,500t/29,900t
Main engine: Diesel United Sulzer 7RTA52 diesel x 1 unit
Speed, service: 14.90kt
Classification: DNV
Completion: Dec. 15, 2006

**CAPE LILAC**

Owner: Fair Wind Navigation S. A.
Builder: Namura Shipbuilding Co., Ltd.
Hull No.: 257
Ship type: Bulk carrier
L (o.a.) x L (b.p.) x B x D x d: 288.97m x 279.00m x 45.00m x 24.40m x 17.955m
DWT/GT: 177,003t/89,651t
Main engine: B&W 6S70MC (Mk 6) diesel x 1 unit
Output: 16,860kW x 91.0rpm
Speed, service: about 15.0kt
Classification: NK
Completion: Jan. 10, 2006

**STAVANGER BLOSSOM**

Owner: Stavanger Blossom KS
Builder: Sumitomo Heavy Industries Marine & Engineering Co., Ltd.
Hull No.: 1329
Ship type: Tanker
L (o.a.) x L (b.p.) x B x D x d: 239.00m x 229.00m x 42.00m x 21.30m x 12.19m
DWT/GT: 105,400t/56,172t
Main engine: Diesel United-Sulzer 6RTA58T diesel x 1 unit
MCR: 12,000kW x 103rpm
Speed, service: 15.25kt
Classification: LRS
Completion: Feb. 28, 2007

**OCEAN MINERVA**

Owner: S. S. Harmony Shipping S. A.
Builder: Sanoyas Hishino Meisho Corporation
Hull No.: 1249
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: 75,698t/38,887t
Cargo Capacity: 89,201m³ (grain)
Main engine: MAN B&W 7S50MC-C diesel x 1 unit
MCR: 12,200ps
Speed, service: abt. 14.5kt
Classification: NK
Completion: Jan. 16, 2007

