



Season's Greetings

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IHIMU completes 8,450TEU Container Ship, MAERSK SINGAPORE

IHI Marine United Inc. delivered the 8,450TEU container ship, MAERSK SINGAPORE, for Maersk Line through Reederei Blue Star GmbH at its Kure Shipyard. The MAERSK SINGAPORE is the last ship of a series of eight to deploy under its Europe/Asia service.

The MAERSK SINGAPORE is a new generation of post-Panamax size

container ships and has features such as larger capacity and good stability, installation of common rail electronically-controlled DU-Sulzer 12RT-flex 96C high power engine, superior hull form for efficient speed and good fuel consumption, about 700 reefer container receptacles, lashing bridges to simply secure on-deck containers and integrated bridge system with one-

man operation design.

In order to realize the good propulsion performance, economical operation, and good maneuverability of the ship, IHIMU designed the ship with its technical and engineering expertise, CFD analysis, 3D-FEM ship model analysis, walk-through simulation, and apparatus installation simulation utilizing CIM system, "Ajisai," which IHIMU originally developed.

Principal particulars

L (o.a.) x B x D x d: 335.0m x 42.8m x 24.4m x 14.0m

DWT/GT: abt. 97,000t/94,000

Loading capacity: 8,450TEUs

Main engine: DU-Sulzer 12RT-flex 96C diesel x 1 unit

MCR: 61,900kW x 94.0rpm

Speed, service: 24.5kt

Classification: Germanischer Lloyd

Completion: Aug. 30, 2007



Namura completes 22,500cbm Semi-Ref. type LPG Carrier, RHOUD EL ADRA, for Hyproc Shipping

Namura Shipbuilding Co., Ltd. has delivered RHOUD EL ADRA, a 22,500cbm semi-refrigerated type LPG carrier to the owner, Hyproc Shipping Company, at its Imari Shipyard & Works on Aug. 31, 2007. This is the first of two sister vessels for the owner.

Experience gained from the operation by NAFTOMAR of previously built two vessels has been reflected in the new design.

The normal operational area is mainly planned for Europe and the Mediterranean for this type of the vessel, and the hull of the vessel is optimized to have large loading capacity with relatively small gross tonnage, considering the high frequency of port-calls for the vessel.

Weir LGE Process, an engineering company, in Scotland provided technical cooperation and took charge of the cargo handling part in the partnership with Namura.

The cargo can be carried in the semi-refrigerated, semi-pressurized,

or full-refrigerated condition, and the gas plant is capable of containing and handling cargoes such as LPG, Anhydrous Ammonia, Butadiene, VCM, etc.

Main features are as follows. All crew have a private cabin with toilet and bath. The No. 2 tank is the biggest single bi-lobe tank in the world. The bow thruster is used to facilitate berthing and maneuvering at respective ports. The engine room arrangement has been improved to secure maintenance space at various auxiliary machines. As the latest measures

against pirates, the vessel is fitted with a CCTV system equipped with surveillance cameras. Spare parts management system (AMOS) which manages the supply of spare parts from the shore is fitted.

Principal particulars

L (o.a.) x L (B.P.) x B x D x d: 156.07m x 148.00m x 25.00m x 16.5m x 8.3m

Gross tonnage: 16,938

Cargo tank capacity: 22,500cbm

Main engine: B&W 6S50MC (Mk 6)

Output: 8,090kW x 120.0rpm

Speed, service: 16.5kt

Classification: BV



SKD completes 25,000DWT chemical tanker, GINGA PANTHER

Shin Kurushima Dockyard Co., Ltd. (SKD) completed the 25,000DWT chemical tanker, GINGA PANTHER (HN: 5428), for Achilles Line Shipping S.A. at Hiroshima Dockyard on June 7, 2007.

The chemical tanker has 28 cargo tanks including small and large ones, based on the latest design for this type. Cargo tank material is SUS316LN as measures for anti-corrosion and quality assurance of cargoes. The cargo handling system consists of one submerged pump and one cargo line per cargo tank. This allows transporting a variety of chemical and petroleum products. Corrugated bulkheads are used for cargo tanks, which eliminate the projected members that may be obstacles to cleaning tanks.

For increased propulsion efficiency, bulbous bow, A.S. Fin (asymmetric fin), and turbo-ring are installed. The A.S. Fin is attached to the stern below water line, and the turbo-ring is located after the propeller. A bow thruster is mounted for swift berthing and unberthing work. A large-capacity dinitrogen generator is installed in the engine room considering safety of transport and cargo handling efficiency.



The vessel has obtained Class NK 'M0' notification. Main engine remote control at the bridge and main engine and machinery remote control in the engine room can be achieved. Centralized control of the engine and machinery is also available.

Principal particulars
Owner: Achilles Line Shipping S.A.

Builder: Shin Kurushima Dockyard Co., Ltd.

Hull No.: 5428

Ship type: Chemical tanker

L (o.a.) x L (p.p.) x B (mld.) x D (mld.) x d (mld.): 159.98m x 154.00m x 26.80m x 14.20m x 9.85m

DWT/GT: 25,338t/16,222

Main engine: Mitsubishi 6UEC52LA diesel x 1 unit

Speed, service: abt. 15.5kt

Classification: NK

Completion: June 7, 2007

Naikai completes 2,553TEU container carrier, KOTA PERDANA

Naikai Zosen Corporation completed construction of KOTA PERDANA, a container carrier with a container carrying capacity of 2,553TEUs, at Innoshima Shipyard on Nov. 14, 2004.

The carrier has the total carrying capacity of 2,553TEUs including 250 reefer containers. Cargo holds consist of six compartments, and each hold is fully equipped with cell guides. Ten

hatches are provided, and lashing bridges are installed on the upper deck.

The main engine of the carrier uses a super-long stroke diesel engine for energy saving. A large-diameter and five-blade propeller and an energy-saving stern form are adopted for increased propulsion efficiency.

Berthing and unberthing are facilitated with employment of a bow

thruster. An auto-healing system is used to ensure safe cargo handling, and navigation safety is maintained with a collision avoidance assisting system, etc.

Principal particulars

Length (o.a.): 199.93m

Length (b.p.): 188.00m

Breadth (mld.): 32.20m

Depth (mld.): 16.60m

Draught (mld.): 9.80m (designed)

DWT/GT: 33,423t/27,104

Complement: 25

Main engine: Hitachi-MAN B&W 7S70MC-C diesel x 1 unit

MCR: 21,735 kW x 91min⁻¹

NCR (90%): 19,560 kW x 88min⁻¹

Speed, max.: 24.756kt

Speed, service: about 22.2kt

Classification: NK

Registered: Panama

Hull No.: 705

Completion: Nov. 14, 2007



Imabari completes PCC MORNING CHARLOTTE

Imabari Shipbuilding Co., Ltd. has completed the pure car carrier, MORNING CHARLOTTE (HN: 1464) at its Marugame Works for the domestic owner. The MORNING CHARLOTTE is the first PCC of the series of two vessels, which are now deployed in EUKOR's worldwide trading.

Part of a total delivery of eight PCCs including the above, the vessel is designed with the carrying capacity of 6,502 cars based on the passenger car RT43, and the accommodation capacity includes recreation vehicles, land cruisers, trucks, dump trucks, etc.

The general arrangement of the carrier consists of four cargo holds and 12 car decks, and a garage is provided on the uppermost accommodation deck aft part. To cope with increasing loading capability, two liftable panel type car decks, Nos. 7 and 9, are provided and are operated by a lift car (SWL30t). No. 6 deck is a roll-on/off deck (drive-through access) with a folding type stern rampway (starboard side, SWL100t) and a flap type center side rampway (starboard side, SWL15t). The center rampway can move vertically between Nos. 5 and 6 car decks according to tidal conditions. Both fixed and movable type hold

rampways are installed and arranged suitably to lead the vehicles to designated loading deck.

The main propulsion unit consists of UE marine diesel engine, model 8UEC-60LSII of the uniflow scavenging exhaust turbocharged, two-stroke, and single acting crosshead type. For remote control, the vessel satisfies the notation M0 of NK class.

The advanced equipment, "Turbo Ring," is installed between the propeller and the boss cap to increase the speed performance including energy saving. Onboard electricity demand is supplied by three diesel generators, which are controlled by an automatic starting and/or stopping apparatus, synchronizing apparatus and power/frequency control device.

Safe ship operation is ensured with advanced navigation systems including AIS, ECDIS, VDR and Course recorder, etc.

Principal particulars



L (o.a.) x L (b.p.) x B x D (accommodation deck) x d (ext): 199.94m x 190.00m x 32.2m x 34.34m x 10.016m

Deadweight: 22,578t

Gross tonnage: 60,876

Car carrying capacity: 6,502 units (standard type)

Main engine: KOBE DIESEL-MITSUBISHI 8UEC 60LSII x 1 unit

MCR: 15,540 kW x 104rpm

NCR: 13,210 kW x 98.5rpm (85% MCR)

Speed, service: 2 0.15 kt

Classification: NK, NS* (Vehicle Carrier) and *MNS, M0

Complement: 25

Completion: Aug. 31, 2007

110,000 DWT Double Hull Tanker MV "MARE ITALICUM" Delivered

—Fourth Aframax Type Tanker—

Mitsui Engineering & Shipbuilding Co., Ltd. (MES) has completed and delivered the 110,000DWT double-hull tanker "MARE ITALICUM" (HN: 1675), which had been under construction at the Chiba Works, to her owner

Fratelli d'Amico Armatori S.p.A., Italy. This is the fourth sister ship of the Aframax type tanker by MES.

The vessel has a cargo tank capacity of 128,000m³, which is one of the largest capacities of the Aframax

tanker with 42 meter width. The vessel has deadweight of as much as 110,500 tons. The vessel has the newest hull form including the bulbous bow and stern arrangement, which leads to the highest pro-

pulsion performance of the Aframax type tanker.

Three types of oils can be loaded and unloaded simultaneously using three cargo pumps with self-stripping system. The vessel has two ballast pumps for easy ballasting and deballasting operations. The vessel has RINA Notation "COVENT" which establishes satisfactory ventilation in case of oil leakage in the ballast tank.

Two sets of Global Positioning System (GPS) are installed to enable complete satellite navigation. The Electronic Chart Display Information System (ECDIS) and Automatic Ship Identification System (AIS), and a

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New addresses of member companies and association

SAJ moves to:

The Shipbuilders' Association of Japan (SAJ) moved to a new office building on Oct. 9, 2007.

New address:

Shipbuilders' Association of Japan (SAJ)

5F, Toranomom No. 30 Mori Building, 3-2-2, Toranomom, Minato-ku, Tokyo 105-0001, Japan

Phone No.:

03-5425-9527 (Domestic)

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webmaster@sajn.or.jp



SAJ Office

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Voyage Data Recorder (VDR) are installed for better route planning and safety navigation.

Principal particulars

Length (o.a.):	245.50m
Length (b.p.):	234.00m
Breadth (mld.):	42.00m
Depth (mld.):	21.50m
Draft (mld.):	14.95m at full load
DWT/GT:	110,295t/59,611
Cargo tank capacity:	128,073m ³ (100%)
Main engine:	MITSUI-MAN B&W 7S60MC diesel x 1 unit
MCR:	14,280kW x 105rpm
Speed:	14.9kt
Complement:	29
Classification:	RINA/LR
Completion:	Sept. 12, 2007

Website address:

<http://www.sajn.or.jp/> (No change)

SHIME moves to:

Sumitomo Heavy Industries Marine & Engineering Co., Ltd. moved to a new office building on Sept. 10, 2007.

New address:

Sumitomo Heavy Industries Marine & Engineering Co., Ltd.

ThinkPark Tower, 2-1-1, Oosaki, Shinagawa-ku, Tokyo 141-6025, Japan

Phone No.:

03-6737-2621 (Business, domestic)

+81-3-6737-2621 (Business, inter-



SHIME Office and SSK Office (below)



national)

Fax No.:

03-6866-5169 (Domestic)

+81-3-6866-5169 (International)

Website address:

<http://www.shi.co.jp/>

Sasebo moves to:

Tokyo Head Office of Sasebo Heavy Industries Co., Ltd. moved to a new office building on Oct 1, 2007.

New address:

Sasebo Heavy Industries Co., Ltd.

17F Hamacho Center Building, 31-1, Nihonbashihamacho 2-cho-me, Chuo-ku, Tokyo 103-0007, Japan

Phone No.:

03-6861-7316 (Business, domestic)

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Fax No.:

03-6861-7356 (Domestic)

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Website address:

<http://www.ssk-sasebo.co.jp/ssk/us/home/index.html/>

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.
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Portalsite: maritimejapan.com

EVER SAFETY

Operator: Evergreen International S.A.
Builder: Mitsubishi Heavy Industries, Ltd., Kobe Shipyard
Hull No.: 1274
Ship type: Container ship
L (o.a.) x L (b.p.) x B x D x d: abt. 300.0m x 285.00m x 42.80 x 24.20m x 14.20m
DWT/GT: 78,618t/75,246
Container carrying capacity: 7,024TEUs
Main engine: Mitsubishi-Sulzer 10RTA96C diesel x 1 unit
MCR: 54,900kW x 100rpm
Complement: 27
Classification: ABS
Completion: Oct. 5, 2007

**DIAMOND OCEAN**

Owner: Star Bulk Carrier Co., S.A.
Builder: The Hakodate Dock Co., Ltd.
Hull No.: 813
Ship type: Bulk carrier
L (b.p.) x B x D x d: 167.00m x 29.40m x 13.70m x 9.64m
DWT/GT: 31,931t/19,816
Main engine: Mitsubishi-6UEC52LA diesel x 1 unit
Speed: 14.4kt
Classification: NK
Completion: July 31, 2007

**GRAND HERO**

Owner: Dynamic Player Shipping S.A.
Builder: Toyohashi Shipbuilding Co., Ltd.
Hull No.: 3598
Ship type: Pure car carrier
L (o.a.) x L (b.p.) x B x D x d: 199.99m x 192.00m x 32.26m x 35.80m x 9.60m
DWT/GT: 18,085t/59,217
Car stowage capacity: 6,402 cars
Main engine: Mitsui-MAN B&W 7S60MC (Mk 6) diesel x 1 unit : 14,280kW (19,416PS) x 105min⁻¹ (rpm)
Speed, service: 19.8kt
Classification: KR
Completion: July 2, 2007

**RICH QUEEN II**

Owner: Spring Oil Carriers S.A.
Builder: Sumitomo Heavy Industries Marine & Engineering Co., Ltd.
Hull No.: 1332
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: 105,572t/56,172
Main engine: Diesel United-Sulzer 6RTA58T diesel x 1 unit
MCR: 12,000kW x 103rpm
Speed, service: abt.14.9kt at designed draft
Classification: LR
Completion: Oct. 23, 2007

**NAVIOS ESPERANZA**

Owner: Pine Maritime Corporation
Builder: Universal Shipbuilding Corporation, Maizuru Shipyard
Hull No.: 059
Ship type: Bulk Carrier
L (o.a.) x L (b.p.) x B x D x d: 224.95m x 217.40m x 32.20m x 19.15m x 12.40m
DWT/GT: 75,200t/39,643
Cargo Capacity (Grain): abt. 89,430.0m³
Main Engine: HITACHI ZOSEN MAN-B&W 6S60MC (Mk VI) diesel engine x 1 unit
Speed, service: 14.5kt
Classification: NK
Completion: Aug. 9, 2007

**Cover photo**

The photo (courtesy of The Japan Port & Harbour Association) entitled "Roping work on a severe winter morning" received the prize of the Land, Infrastructure and Transport Minister in the annual amateur photo contest conducted by the JPHA's monthly magazine, "Ports & Harbours." It was taken by Mr. Yoshii at Kushiro Port in Hokkaido.

