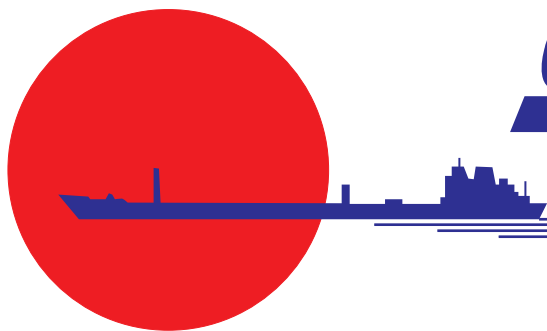




## Imabari Shipbuilding Completes LNG-Powered Capesize Bulker RURI PLANET



Imabari Shipbuilding Co., Ltd. delivered the LNG dual-fuel 209,000-DWT bulk carrier RURI PLANET on April 28, 2026, which had been constructed at its Saijo Shipyard.

The vessel, which complies with the Common Structural Rules for Bulk Carriers and Oil Tankers (CSR BC&OT), can run on both heavy fuel oil and LNG. Having an LNG fuel tank on the stern side of accommodation spaces on its upper deck, it secures as much cargo capacity and high transport efficiency as those of heavy fuel-powered vessels. Equipped with topside and hopper tanks, each cargo hold is designed for alternate loading for handling high-density commodities such as iron ore, the main cargo item the vessel is responsible for.

When burning LNG instead of heavy fuel oil, the vessel reduces CO<sub>2</sub> emissions by approximately 20-30%. When running on LNG, moreover, it can curtail the emission of SO<sub>x</sub>, which causes air pollution, by nearly 100%. Even when heavy fuel oil is used, the vessel can meet the requirements of the International Maritime Organization (IMO)'s Energy Efficiency Design Index (EEDI) Phases 2 and 3 (which mandates a 30% reduction or more in CO<sub>2</sub> emissions per transport work compared to the estab-

lished baseline).

By adopting a selective catalytic reduction (SCR) system for its main engine, the vessel can satisfy the IMO's Tier III NO<sub>x</sub> emissions regulations. With dual-fuel power generators and auxiliary boilers, furthermore, it reuses boil-off gas (BOG) generated in its LNG fuel tank without waste.

The vessel endeavors to accomplish greater propulsion and eco-friendly performances with energy-saving additives and twisted rudders located near propellers, a bow shape that reduces propulsion resistance, the design of accommodation spaces that controls air drag, paints for outer hulls that minimize friction with seawaters, and so on.

### <Principal Particulars>

|                 |                                                      |
|-----------------|------------------------------------------------------|
| Measurements:   | 299.99m in LOA x 50.00m in breadth x 25.00m in depth |
| DWT:            | 210,079t                                             |
| GT:             | 111,238                                              |
| Main Engine:    | 7S60ME-C10.5-GI                                      |
| Service Speed:  | Approx. 14.0 kt                                      |
| Classification: | Nippon Kaiji Kyokai (ClassNK)                        |
| Registry:       | Liberia                                              |



For further information please contact:

**JAPAN SHIP EXPORTERS' ASSOCIATION**

15-12, Toranomon 1-chome, Minato-ku, Tokyo 105-0001 Tel: (03) 6206-1661 Fax: (03) 3597-7800 E-Mail: sea-japan@jsea.or.jp

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

## **[Visit to the Member Shipyard Vol.4]** **Japan Marine United Corporation** **Ariake Shipyard**



### **The Largest Shipyard in Japan Builds Ammonia-Fueled Vessel and Actively Seeks the Transition to Smart Factory**

Japan Marine United Corporation (JMU) accounts for approximately 15% of Japan's shipbuilding output. JMU's Ariake Shipyard, the largest domestic shipyard by site area, is located in Kumamoto Prefecture and faces the Ariake Sea. The shipyard's lush green surroundings earned it the nickname "Shipyard in the Forest." The shipyard comprises a group of independent, distributed facilities and two large dry docks (L/W/D- 620m/85m/14m and 420m/85m/14m) that can build mainly 300,000DWT class vessels. Since its founding in 1973, the shipyard has constructed a wide variety of ships and established itself as a

pioneer in constructing large vessels, including 500,000DWT ULCCs and 400,000DWT VLOCs. Currently, the shipyard is also constructing an ammonia-fueled medium gas carrier (AFMGC).

The panel shop assembles large flat hull blocks using robotic systems, while the curved-block shop handles the assembly of blocks with complex curved surfaces. The pipe shop utilizes 3D modeling to manufacture pipes of various shapes in-house. Approximately 95% of the outfitting process takes place inside a factory under a retractable roof before erection. The Ariake Shipyard is developing an additional roughly

450-meter outfitting quay, which is scheduled to enter service in April 2027. The project is expected to enhance the shipyard's overall production capacity, including its ability to construct alternative-fuel vessels. The installation of a new shore crane is also scheduled for December of the same year. The constructed blocks are erected by means of two Goliath cranes with lifting capacities of 1,200MT and 700MT. By taking advantage of its spacious site and these production approaches above, the yard is able to build large blocks, thereby reducing the number of block divisions and improving con-

*(Continued on Page 3)*

|                     |                                                                                        |           |                         |
|---------------------|----------------------------------------------------------------------------------------|-----------|-------------------------|
| Name                | Japan Marine United Corporation, Ariake Shipyard                                       |           |                         |
| Location            | Tamana City, Kumamoto Pref.                                                            |           |                         |
| Foundation          | 1973                                                                                   | Site Area | 1,070,000m <sup>2</sup> |
| Employees           | Approx.1,000 persons<br>(Production Workers : 60%, Engineering / Administration : 40%) |           |                         |
| Main Products       | Tanker, Bulker                                                                         |           |                         |
| Equipments          | Hull Fabrication Shop, 2 Dry Docks, 4 Goliath Cranes, and others                       |           |                         |
| Shipbuilding Volume | 7 - 10 Vessels/year                                                                    |           |                         |

(Continued from Page 2)

struction efficiency. Another advantage is that certain main engines can be transported directly from the adjacent Hitachi Zosen Marine Engine Co., Ltd.'s facility by transporter.

With 38 years of experience using welding robots, the Ariake Shipyard is regarded as a pioneer in robotics adoption in the Japanese shipbuilding industry. It is actively pursuing smart-factory transformation through the automation of upstream production processes, including fabrication. Additionally, the shipyard is incorporating virtual reality (VR) into its training programs to ensure the succession of technical skills in areas such as painting. In order to meet the strong demand for new ships and to improve productivity, it is essential to secure a skilled workforce and promote automation simultaneously. Application of robots in a wider range of the manufacturing process also makes the shipyard more attractive to potential employees. Ariake Shipyard has a relatively higher proportion of direct workers and contributes significantly to local

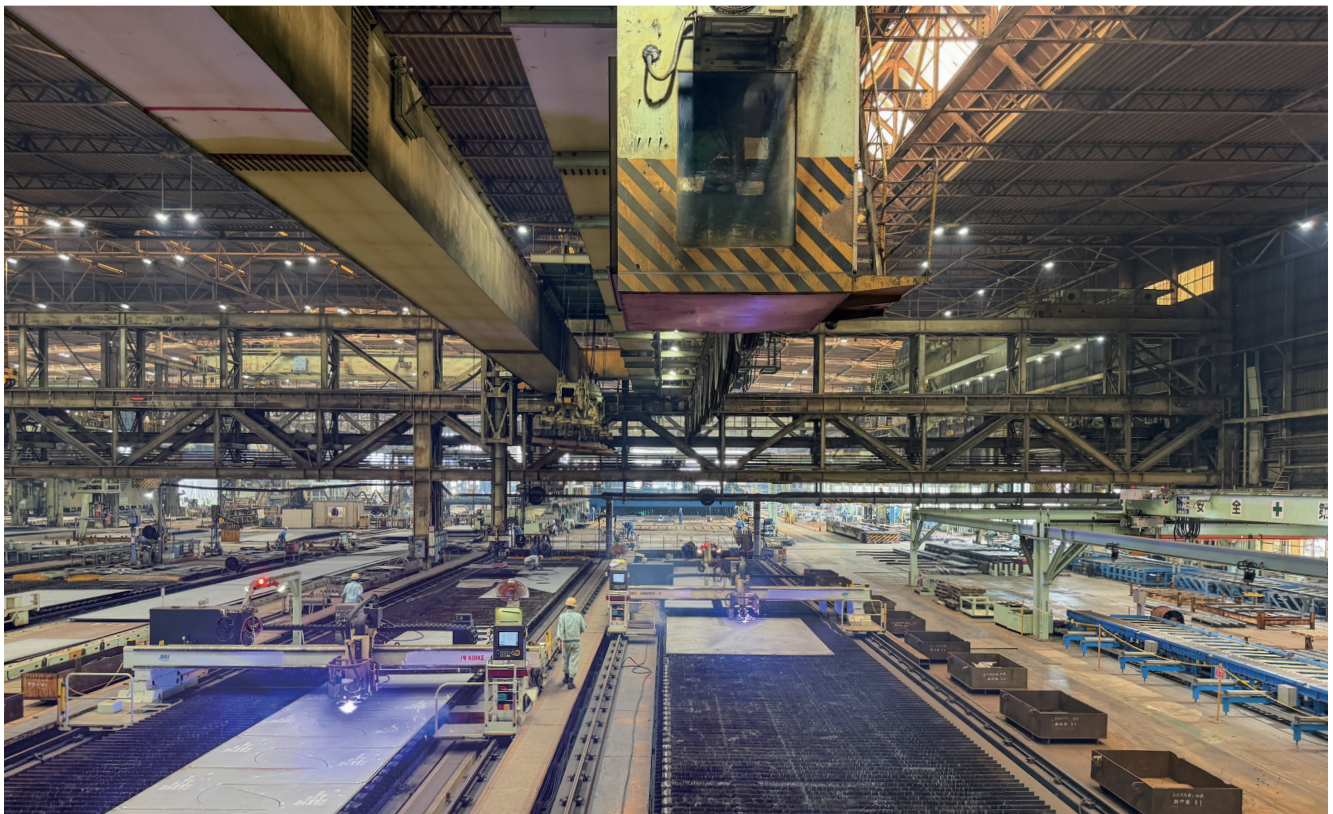


labour situation. The shipyard is also proactive in investing to create a comfortable work environment. For example, the completion of a new dormitory in 2024 doubled the number of applicants to new graduate recruitment. Younger employees took the lead in renovating offices and other work areas to create more efficient and highly digitalized working environments. This is a successful example of how improvements to the working environment can lead to better recruitment.

As the average size of vessels con-

tinue to be larger, the capacity and robotics capabilities of the Ariake Shipyard have become key sources of its competitiveness. Their next competitive advantage will stem from their experience in building alternative-fuel vessels. The shipyard is already engaged in the construction of an ammonia-fueled vessel and established safety-related rules and procedures. Furthermore, they are also advancing plans for methanol-fueled vessels etc., reinforcing their position in the next-generation vessel market.

(Written by Tomo Nakabayashi)



# Kawasaki, Shin Kurushima, Namura Selected for 'Technology Development Project Contributing to the Realization of Next-Generation Shipyards by Leveraging AI' — Promoting R&D of Next-Generation Shipyard Robots Based on Physical AI —

Kawasaki Heavy Industries, Ltd. ("Kawasaki"), together with Shin Kurushima Dockyard Co., Ltd. ("Shin Kurushima Dockyard") and Namura Shipbuilding Co., Ltd. ("Namura Shipbuilding"), have proposed the "Research and Development of AI Welding and Painting Robots for Open Spaces" (the "Project") under the "Technology Development Project Contributing to the Realization of Next-Generation Shipyards by Leveraging AI," implemented by the National Institute of Maritime, Port and Aviation Technology ("MPAT"), and the proposal has been selected.

Under the Project, the three companies will work to develop AI robots capable of consistently performing welding, painting, and quality verification in open spaces such as the exterior of hull blocks, including outdoor areas, elevated work locations, and curved surfaces, toward the realization of next-generation shipyards by leveraging AI and robotics.

By leveraging autonomous mobility and work-decision technologies based on Physical AI, the Project aims to significantly improve safety and productivity at shipbuilding sites, which have long relied heavily on human labor, and to advance the sophistication of the overall shipbuilding process.

## A. Background of the Project

In Japan's shipbuilding industry, labor shortages associated with a declining birthrate and an aging population, as well as a decrease in the number of skilled workers, are becoming increasingly serious.

At the same time, ships are often individually designed, and the industry faces structural challenges that make automation and labor-saving in manufacturing processes difficult.

In particular, welding and paint-



ing work in open spaces such as outdoor areas, elevated work locations, and curved surfaces involves significant challenges in terms of workload and safety, and there is a strong need for automation.

## B. Overview of the Project

Under the Project, the three companies are jointly proceeding with research and development on the following dates.

- Project period: March 2026 through March 2027 (approximately one year)

### <Main Initiatives>

1. Research and development of legged-walking and wheeled AI robots for welding, painting, and quality verification in open spaces such as the exterior of hull blocks
2. Enhancement of autonomous mobility, work-plan generation, as well as welding, painting, and quality verification work by leveraging AI
3. AI robot systems that consistently handle processes from execution of work through quality verification
4. Evaluation of practicality and

reliability through verification in actual shipbuilding environments

For technical evaluation and consideration of rules, the three companies will work together with Nippon Kaiji Kyokai (ClassNK) and the American Bureau of Shipping.

## C. Future Developments

Kawasaki, Shin Kurushima Dockyard, and Namura Shipbuilding will conduct research and development by combining the track records and know-how they have accumulated at shipbuilding sites through many years of ship construction with the robotics technologies that Kawasaki has cultivated through the development of industrial robots and humanoid robots.

Through verification in actual shipbuilding environments and other efforts, the companies aim to realize AI robots that can be used at worksites.

Toward the realization of next-generation shipyards by leveraging AI and robotics, the companies will contribute to improving productivity,

*(Continued on Page 5)*

(Continued from Page 4)

transferring skills, and enhancing safety in the shipbuilding industry, and, by strengthening the competitiveness of Japan's shipbuilding industry, they will contribute to the

development of the overall maritime industry and the reinforcement of Japan's national industrial foundations.

In addition, amid rapidly advancing global competition in robotics

technologies, the companies will contribute to strengthening the competitiveness and sustainable development of Japan's robotics industry.

## JMU Delivers 8,900-TEU-Class Methanol Dual-Fuel Container Ship 'MAERSK TOKYO'



Japan Marine United Corporation (JMU) delivered the 8,900 TEU container ship "MAERSK TOKYO" to a Japanese shipowner at its Kure Shipyard on 23 June 2026.

"MAERSK TOKYO" is the first methanol dual-fuel container ship built in Japan with a capacity exceeding 8,000 TEU, operating on both methanol and conventional fuel oil. For a dual-fueled vessel, balancing fuel-storage requirements with container-carrying capacity is a key design challenge. The vessel adopts a two-island arrangement, with the accommodation block separated from the engine room and positioned forward and methanol fuel tanks installed in space beneath the accommodation block having a minimal impact on container stowage capacity. The forward positioning of the accommodation block helps satisfy bridge visibility requirements,

providing more container stowage capacity on deck, while adopting four-tier lashing bridges enables containers to be stacked up to 11 tiers high on deck. Together, those features allow the vessel to achieve container-carrying capability comparable to or greater than that of a conventional fuel-oil-fueled vessel.

To achieve superior fuel efficiency for an 8,900 TEU-class container ship, using advanced hydrodynamic analysis, JMU developed an optimized hull form tailored to the vessel's typical operating speeds and drafts. In addition, the ship incorporates JMU's proprietary energy-saving technologies, including the SURF-BULB®, Twisted Rupas® rudder, and an advanced bow shape designed to reduce added resistance in actual sea conditions.

To further enhance environmental performance, the vessel is

fitted with a permanent magnet shaft generator, which produces electrical power efficiently onboard electrical power by utilizing main engine outputs during navigation, contributing to lower CO<sub>2</sub> emissions. The vessel's EEDI (Energy Efficiency Design Index) achieves a reduction of more than 60% compared with the IMO reference line, significantly exceeding the required reduction target of 40% applicable to the vessel. The vessel complies with various environmental regulations through the adoption of an EGCS SO<sub>x</sub> scrubber,

compliance with the IMO NO<sub>x</sub> Tier III requirements, and the maintenance of an Inventory of Hazardous Materials (IHM). The vessel has also received NK DSS (EE2+Sn, MM, CNS, SM) notation in recognition of its advanced digital technologies.

JMU will continue its efforts to develop and build advanced eco-ships, including container vessels with superior economic and environmental performance.

### <Principal Particulars>

L (o.a.) x B (mld.) x D (mld.):

276.94m × 45.80m × 24.40m

Draft: 15.50m

GT: Approx. 85,294

Main Engine: MITSUI-Everllence  
B&W 6G80ME-C10.5-LGIM-  
EGRTC × 1

Complement: 30

Classification: NK

Port of Registry: Panama

## MHI Marine Machinery & Equipment and Mitsubishi Shipbuilding Obtain Approval in Principle (AiP) for Basic Design of Methane Oxidation Catalyst System for Marine LNG-Fueled Engines from Classification Society ClassNK

Mitsubishi Heavy Industries Marine Machinery & Equipment Co., Ltd. (MHI-MME) and Mitsubishi Shipbuilding Co., Ltd., both part of the Mitsubishi Heavy Industries (MHI) group, have obtained an Approval in Principle (AiP) from Nippon Kaiji Kyokai (ClassNK) for the basic design of a methane oxidation catalyst system for LNG (liquefied natural gas)-fueled marine engines, jointly developed with Daihatsu Infinearth Mfg. Co., Ltd. A presentation ceremony was held on April 22, 2026 at Sea Japan 2026, an international maritime exhibition at Tokyo Big Sight in Koto-ku, Tokyo.

The methane oxidation catalyst system subject to the AiP oxidizes methane slip (unburned methane) contained in exhaust gas from marine engines. Methane has a high global warming potential among greenhouse gases (GHGs), and therefore the ability to suppress its emissions is a significant advantage of this system. The system was developed with MHI-MME's catalyst design and manufacturing technology at its core, combined with Mitsubishi Shipbuilding's shipboard installation technology and Daihatsu Infinearth's engine optimization technology.

Verification testing of the catalyst system is being conducted in cooperation with Nippon Yusen Kabushiki Kaisha (NYK Line), with a full-scale demonstrator mounted on the



KEYS Azalea, an LNG bunkering vessel owned and operated by KEYS Bunkering West Japan Ltd. (KEYS). Initial measurements during the verification testing confirmed the expected performance of the exhaust gas treatment equipment, a methane oxidation rate of more than 90% for the system alone.

Following the acquisition of the AiP and the confirmation of the expected performance through verification on an actual ship (initial measurements), the partner companies plan to further accelerate development toward the commercialization of the system.

The MHI group is making strategic efforts to strengthen its energy transition business. As part of this strategy, MHI-MME and Mitsubishi Shipbuilding will continue their ef-

forts to reduce GHG emissions from marine vessels amid the growing global urgency for decarbonization, thereby contributing to the improvement of the environmental performance of ships on a global scale.



## MITSUI E&S Participates in Exhibition '38th Manufacturing World Tokyo' – Showcasing Drone-Based Inspection Solutions Enabling Labor Saving and Standardization –

MITSUI E&S Co., Ltd. (Headquarters: Chuo-ku, Tokyo, President and CEO: Takeyuki Takahashi; hereinafter, "MITSUI E&S") exhibited at the "38th Manufacturing World Tokyo", held at Tokyo Big Sight for

the three days from Wednesday, 1 July through Friday, 3 July 2026.

In recent years, as infrastructure and plant facilities continue to age, inspection operations have been facing growing challenges such as labor

shortages, increased inspection time, higher risks associated with working at height, and inconsistent inspection quality.

At this exhibition, MITSUI E&S  
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showcased drone-based inspection solutions “Drone Snap” and “Drone Snap Cloud”. Through hands-on demonstrations, visitors experienced the ease of automatic flight route creation and the workflow of leveraging inspection data via the cloud.

### [Drone Snap]

“Drone Snap” enables efficient inspections and improves accuracy and consistency by allowing for automatic drone flight route creation on 3D models. Since updated in April 2026, the application has evolved to provide intuitive operations even to users without specialized skills.

### [Drone Snap Cloud]

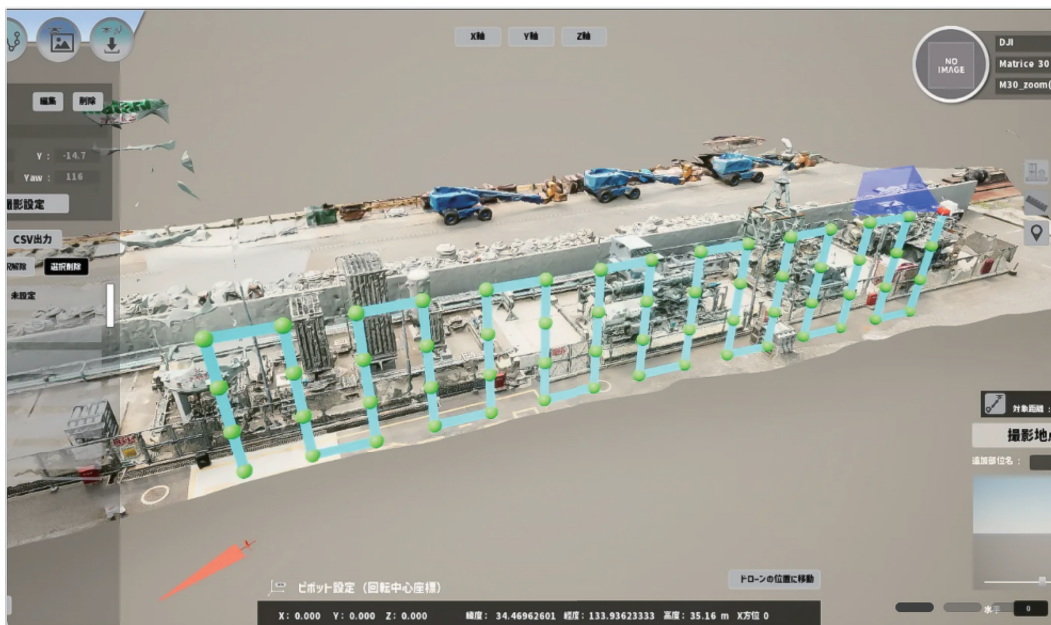
“Drone Snap Cloud” addresses common inspection concerns, where large volumes of inspection images and records must be sorted out manually, making report preparation time-consuming and causing evaluation results to vary among operators. By centrally managing inspection data linked to 3D models on the cloud, it improves report creation efficiency and enhances evaluation quality.

By integrating both services, inspection operations evolve from human-dependent tasks into standardized, data-driven processes,

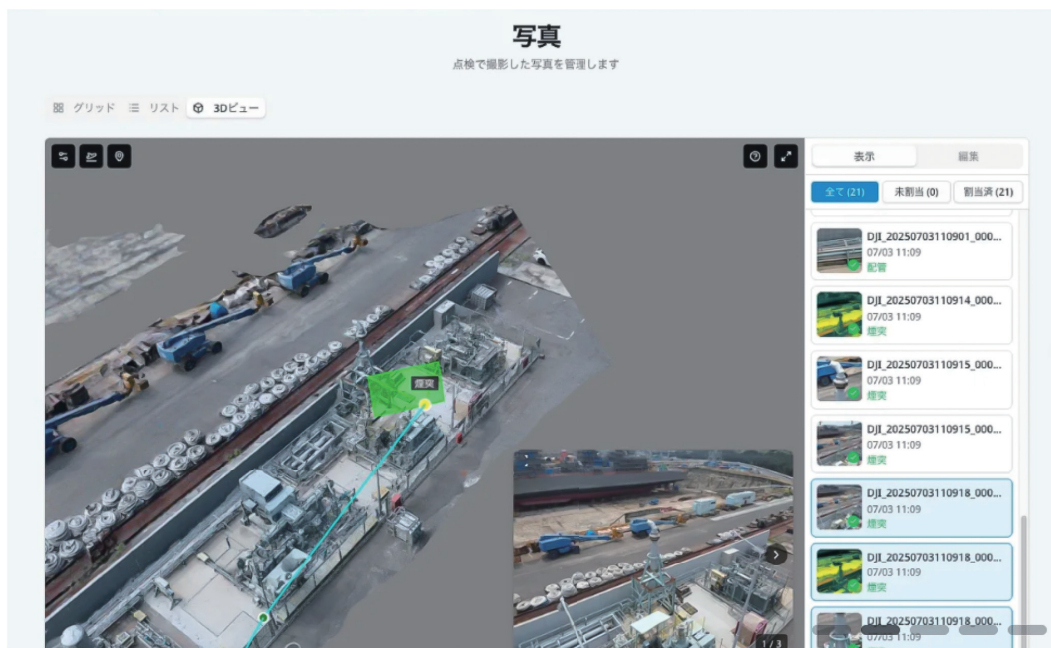
resolving conventional challenges simultaneously.

Going forward, MITSUI E&S will further enhance AI-based anomaly detection and deterioration diagnosis functions, leveraging high-quality inspection and cloud management capabilities to improve efficiency and advance predictive maintenance.

MITSUI E&S aims to solve challenges in a depopulation society by providing digital maintenance and inspection services through combining advanced maintenance technology with digital innovation.



Drone Snap screen capture



Drone Snap Cloud screen capture

## Ship of the Year 2025 Granted to 696-TEU Coastal Containership GENBU

The Japan Society of Naval Architects and Ocean Engineers (JASNAOE) presents the Ship of the Year awards every year to Japanese-built surface and submersible ships as well as floating marine and other structures that are technically, artistically, and/or socially outstanding. The 36th year of the program, five nominees were selected.

The Ship of the Year 2025 nominees were unveiled on May 11, 2026, and at a meeting of the selection committee convened on the same day, the Ship of the Year 2025 award was granted to the 696-TEU coastal containership GENBU. Equipped with all functions needed for autonomous operations, the winner had been constructed

for deployment in continuous commercial service (social implementation) after completing demonstrations.

The Technology Special Award was given to the TEN-OH, a next-generation tugboat with a hydrogen dual-fueled engine (an internal combustion engine running on diesel fuel to which hydrogen is added). The awards for the Small Cargo Ship Sector went to the small RORO ship SOUMEI and for the Fishing Ship/Research Ship Sector, the training ship TOBA MARU.

JASNAOE organized a joint three-academic-society award ceremony on July 17 at Kaiun Club in Tokyo together with The Japan Institute of Marine Engineering (JIME) and the Japan Institute of Navigation (JIN).

### Ship of the Year 2025 Awards Winners

#### Ship of the Year 2025

##### **GENBU**

As the flagship from Stage 2 of MEGURI 2040, an autonomous vessel development project by The Nippon Foundation, the GENBU was built with all functions required for autonomous operations and so that it would be continuously operated in commercial service (social implementation) after demonstrations.

With advanced autonomous navigation and remote monitoring technologies, the vessel contributes to reducing the workloads of seafarers, preventing marine accidents, and solving the so-called "2024 problem" in logistics, or various logistics disruptions triggered by overtime caps implemented in Japan in April 2024.

Boasting the latest environmental devices and a cabin design for well-being, the next-generation coastal containership send out Japan's maritime technology and drives the transformation of the maritime industry.



Ship name: GENBU  
 Ship type: 696-TEU coastal containership (equipped with a cutting-edge autonomous operation system)  
 Shipowner: Sea Grove Co., Ltd.  
 Ship registry: Shunan, Japan  
 Designer: Kyokuyo Shipyard Corporation  
 Shipbuilder: Kyokuyo Shipyard Corporation  
 Completion: 14 October 2025  
 Class notation: NK, NS\*/MNS\* (CS) (CNC,EQ C DG, NC) (AUTO-Nav2 (All)) (CybR-G)  
 Installation characters and notations: MPP, LSA, RCF, CAA, M0, BRS1A, AFS  
 Lpp x B x D - d: 126.50m x 21.80m x 12.35m - 8.00m

GT: 5,689 (gross tonnage)  
 Speed: 15.0 knots (when in service)  
 Main engine: Akasaka Diesels Limited 6UEC-35LSE-Eco-C1 4,800kW x 167rpm  
 Cargo: containers (696 20-foot containers, or 696TEUs)  
 Distinctive equipment: autonomous operation functions (sensor integration, autonomous collision avoidance, system health checking, and other functions), an autonomous berthing and unberthing system, and a learning-type autonomous ballast control system

#### Technology Special Award

##### **TEN-OH**

Having a hydrogen dual-fueled engine (an internal combustion engine that runs on diesel fuel to which hydrogen is added), the TEN-OH is a next-generation tugboat that reduces CO<sub>2</sub> emission and brings reliability when in actual operation at the same time. High-pressure hydrogen supply and safety management systems are integrated on board, helping the vessel have the responsiveness and maneuverability required for port operations. It is, as such, designed to immediate deployment on site.



Ship name: TEN-OH  
 Ship type: Tugboat with a hydrogen dual-fueled engine  
 Shipowner: Kambara Kisen Co., Ltd.  
 Ship registry: Japan  
 Designer: Tsuneishi Shipbuilding Co., Ltd.  
 Shipbuilder: Tsuneishi Shipbuilding Co., Ltd.  
 Completion: 15 October 2025  
 Class notation: Nippon Kaiji Kyokai (ClassNK)  
 (Continued on Page 9)

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Lpp x B x D: 38.063m x 9.6m x 4.2m  
 GT: 287  
 Speed: 14.3knots  
 Main engine: BEH2YDRO 12DZD H2 x 2 units Maximum continuous output: 1,618kW (approximately 2,200 PS) x 968rpm  
 Fuel: Heavy fuel oil A and hydrogen gas  
 Crew and passenger capacity: 6 crewmembers and 12 passengers (for less than 3 hours)  
 Distinctive equipment: a hydrogen dual-fueled engine as well as hydrogen storage, supply/filling, and safety management systems

#### Small Cargo Ship Sector

##### **SOUMEI**

Developed as an advanced next-generation ship to replace conventional cargo freighters, the SOUMEI adopts a small, shallow-draft hull form so that it is capable of accommodating heavy-cargo roll trailers for shorter cargo handling time and higher transport efficiency. Employing innovative technologies: 1) a high-efficiency cargo handling system, 2) an efficient ship operation system, and 3) the operation support system eE-Navi Seto Plan, the vessel secures approximately 50% of the cargo capacity of a 10,000-ton RORO ships. Allocating some of significantly reduced cargo handling time for navigation, in addition, enables the vessel to realize energy-saving operations.



Ship name: SOUMEI  
 Ship type: Small RORO ship  
 Shipowner: Daisen Transportation Co., Ltd.  
 Ship registry: Osaka  
 Designer: Kyokuyo Shipyard Corporation  
 Shipbuilder: Kyokuyo Shipyard Corporation  
 Completion: 30 May 2025  
 Class notation: NK, NS\* (CS) (RORO EQ CV) (NC) (IHM), MNS\* Special description: n.f  
 Lpp x B x D - d: 86.0m x 16.8m x 8.5m - 4.5m  
 GT: 2,502  
 Speed: 13.3 knots (when in service)  
 Main engine: 4-stroke single-acting diesel engine 2,647 kW (3,600 PS)  
 Cargo capacity: 12 trailers of about 60 tons of steel bars and 19 trailers of about 30 tons of wire rods for a total of about 1,400 tons  
 Distinctive equipment: Efficient cargo handling systems including a large two-stop elevator, an efficient ship operation system, and the eE-Navi Seto Plan

#### Fishing Ship/Research Ship Sector

##### **TOBA MARU**

The TOBA MARU was constructed with cutting-edge domestic technologies to provide education and training to next-generation marine engineers and disaster support. It is the first training vessel to have an autonomous navigation system, remote-control capabilities, and an integrated information console. As it supports updates and has a next-generation propulsion system, the vessel acts as an evolving education platform that flexibly respond to technological innovation. The state-of-the-art training vessel can play an important role in society in times of disasters as a water and electricity supplier, a cellphone base station, a facility supporting helicopter operations, and so forth.



Ship name: TOBA MARU  
 Ship type: Training Vessel  
 Shipowner: National Institute of Technology (KOSEN)  
 Ship registry: Toba, Mie Prefecture  
 Designer: Mitsubishi Heavy Industries Maritime System, Co., Ltd.  
 Shipbuilder: Mitsubishi Heavy Industries Maritime System, Co., Ltd.  
 Completion: 14 March 2025  
 Class notation: JG  
 Lpp x B x D - d: 53.60m x 10.60m x 5.80m - 3.40m  
 GT: 397  
 Speed: 13.10knots (maximum trial-run speed) 12.50 knots (when in service)  
 Main engine: 4-stroke diesel engine x 1 unit (rated output 1,471kW x 750 min-1)  
 Capacity: 9 crewmembers, 3 instructors, and 48 trainees  
 Distinctive features: an autonomous navigation system, a remote ship-operation system, a remote-control system (for transferring freshwater between tanks), a ship-land telecommunication system (for data link and image transmission), the Smooth Bow, variable-cycle anti-rolling tanks, a propulsion motor (360kW x 885 min-1), bow and stern thrusters, a mobile telecommunication base function for emergencies, an emergency fresh water generation system, an emergency power supplier (for EVs and general households), emergency thermal cameras, an electronic display system, a dynamic positioning system (DPS), an integrated bridge console (for both seated and standing use), embarkation and disembarkation equipment, a biodiesel fuel (BDF) system, women-only areas (e.g., cabins, a washroom, and a laundry room), and barrier-free facilities (e.g. a wheelchair-accessible elevator)

**FUJI MARU**

Builder: Shin Kasado Dockyard Co., Ltd. of the Imabari Shipbuilding group  
 Ship type: 64,000-deadweight-ton type Bulk Carriers  
 L (o.a.) x B x D: 199.98m x 32.24m x 19.30m  
 GT: 36,146  
 Main engine: 6S50ME-C9.7  
 Speed, service: about 14.0kts  
 Classification: NK  
 Registration: Panama  
 Completion: 26 May 2026

**AURORA GUARDIAN**

Builder: Kawasaki Heavy Industries, Ltd.  
 Ship type: 86,700 m<sup>3</sup> liquefied petroleum gas (LPG) and ammonia (NH<sub>3</sub>) carrier  
 L (o.a.) x B x D: 229.90m x 37.20m x 21.90m  
 GT: 49,561  
 Main engine: One set of the Kawasaki-MAN B&W 6G60ME-C10.5-LGIP diesel engine  
 Speed: Approx. 17.0kts  
 Classification: ClassNK  
 Registration: Singapore  
 Completion: 27 April 2026

**CENTURION BIZAN**

Builder: The Hakodate Dock Co., Ltd.  
 Hull No.: 927  
 Ship type: 40,000 DWT Type Bulk Carrier  
 L (o.a.) x B (mld) x D (mld) x d (mld.): 179.95m x 32.20m x 15.00m x 10.50m  
 DWT/GT: 39,919t/24,219  
 Main engine: MAN B&W 6G45ME-C9.7-HPSCR  
 Classification: NK  
 Registration: Marshall Islands  
 Completion: 11 March 2026

**STRATONIKOS**

Builder: Oshima Shipbuilding Co., Ltd.  
 Hull No.: 11123  
 Ship type: Bulk Carrier  
 L (b.p) x B x D: 196.80m x 32.26m x 19.28m  
 DWT/GT: 64,618/36,140  
 Main engine: MITSUI-Everllence B&W 6S50ME-C9.7-EGRBP  
 Speed, service: 14.50kts  
 Classification: NK  
 Registration: Barbados  
 Completion: 24 March 2026

**GINGA MARGAY**

Builder: SHIN KURUSHIMA DOCKYARD CO.,LTD  
 Hull No.: S-6275  
 Ship type: Chemical Tanker  
 L (b.p) x B x D: 149.50m x 26.5m x 15.0m  
 DWT/GT: 26,537/17,323  
 Main Engine: MAKITA 6G45ME-C9.7-EGRBP  
 Speed, service: 14.7kts  
 Classification: NK  
 Registration: Panama  
 Completion: 9 April 2026

**Information from JSEA**

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[sea-japan@jsea.or.jp](mailto:sea-japan@jsea.or.jp)

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2. Company name/occupation, or freelance/others;
3. Your company address, or your country; and
4. E-mail address

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