



Latest Ships built in Japan

Ferry	ORANGE 8
Bulk carrier/Panamax	SEA DAISY
	MAERSK SENANG
	FAR EASTERN QUEEN
Bulk carrier/ore/coal	CORONA FRONTIER
Container ship	VICTORIA BRIDGE
	PUNTA ARENAS CHALLENGER
	JIYUNHE
PCC/PCTC	MERIDIAN ACE
Ro/Ro ship	RORO MARIMO
	RORO SAROMA
	OHYUH MARU
General cargo ship	PRINCESS

ORANGE 8 2,952-dwt Passenger & Car Ferry

The 2,952-dwt passenger/car ferry ORANGE 8 was delivered to Maritime Credit Corporation and Shikoku Kaihatsu Ferry K.K. by Imabari Shipyard of Imabari Shipbuilding Co., Ltd. in July, 1999.

The vessel is in service between Niihama – Toyo – Kobe – Osaka Nanko.

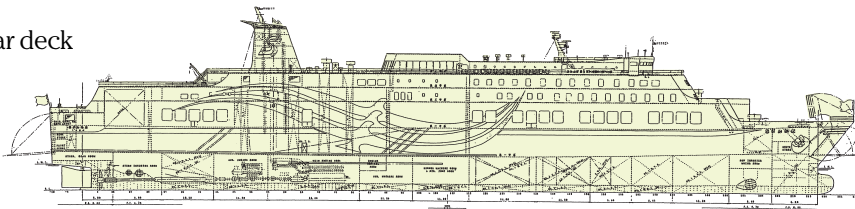
Features

1. This ferry has 2-car decks and 3-accommodation decks.
2. She has a semi-aft engine, inclined stem with a bulbous bow and counter stern.
3. The big vehicles like the trailers and the buses roll onto the lower car deck, the trucks roll onto the upper car deck.
4. Cars can roll onto and off the lower car deck via the bowvisor and ramp doors arranged at the end of the bow and stern.
5. Cars can roll onto and off the upper car deck via the ramp door arranged at the left side of the bow and the sideports arranged at both sides of the stern.

PRINCIPAL PARTICULARS

Length (o.a.)	163.57 m
Length (b.p.)	150.00 m
Breadth (mld.)	25.60 m
Depth (mld.)	13.21 m
Draft (mld.)	5.500 m
Gross tonnage	9,975 (domestic)
Deadweight	2,952 MT
Main engine	DU-S.E.M.T. Pielstick 18PC2-6V x 2 sets
MCR	13,500 PS x 520/180 rpm
NOR	11,475 PS x 493/171 rpm
Speed (max. trial)	25.143 knots
(service)	22.0 knots
Complement	42
Classification	JG
Loading capacity (passenger)	750
(car/vehicle)	139 (9 m truck)

6. A movable slope way is available to go up and down between the upper and the lower car deck.



BULK CARRIERS / PANAMAX



SEA DAISY 72,270-dwt Panamax Bulk Carrier

The 72,270-dwt Panamax bulk carrier SEA DAISY built at the Marugame Headquarters of Imabari Shipbuilding Co., Ltd. was delivered to the owner Pedregal Maritime S.A. in October, 1999.

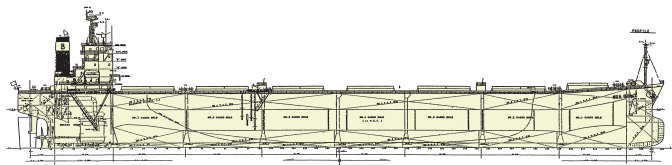


Features

1. This bulk carrier is of a flush-decker Panamax type without forecastle, but with a bulbous bow and transom stern.
2. She has seven cargo holds and one of them can also be utilized as a water ballast tank. She can be loaded with such cargoes as bulk coal and ore. Heavy cargoes can be loaded by alternate loading. Homogeneous cargoes can be loaded or unloaded at two different ports.
3. She has large and wide cargo hatches which having 45 % width of her breadth with side rolling hatch covers for convenience in unloading or loading from shore.

PRINCIPAL PARTICULARS

Length (o.a.)	224.94 m
Length (b.p.)	217.00 m
Breadth (mld.)	32.20 m
Depth (mld.)	18.70 m
Draft (mld.)	13.535 m
Gross tonnage	37,722
Deadweight	72,270 MT
Main engine	Mitsui B&W6S60MC (Mark-VI)
MCR	13,300 PS x 88 rpm
NOR	11,305 PS x 83.4 rpm
Speed (max. trial)	16.281 knots
(service)	14.5 knots
Complement	25
Classification	NK
Loading capacity (grain)	85,466.91 m ³



MAERSK SENANG 73,652-dwt Bulk Carrier

The 73,652-dwt bulk carrier MAERSK SENANG built at the Marugame Headquarters of Imabari Shipbuilding Co., Ltd. was delivered to the owner Paraiso Shipping S.A. in May, 2000.

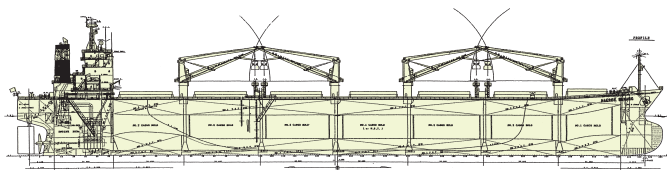


Features

1. This bulk carrier is a flush-decker Panamax type without forecastle, but with a bulbous bow and tran-

som stern.

2. She has seven cargo holds and one of them can also be utilized as a water ballast tank. She can be loaded with such cargoes as bulk coal and ore. Heavy cargoes can be loaded by alternate loading. Homogeneous cargoes can be loaded or unloaded at two different ports.
3. She has large and wide cargo hatches having 48 % width of her breadth with side rolling hatch covers



for convenience in unloading or loading from shore.

4. She has four electro-hydraulic type 30-ton deck cranes.

PRINCIPAL PARTICULARS

Length (o.a.)	224.97 m
Length (b.p.)	215.00 m
Breadth (mld.)	32.20 m
Depth (mld.)	19.30 m
Draft (mld.)	13.992 m
Gross tonnage	38,906
Deadweight	73,652 MT
Main engine	DU-SULZER 6RTA62
MCR	14,300 PS x 98.0 rpm
NOR	12,160 PS x 92.8 rpm
Speed (max. trial)	16.591 knots
(service)	14.5 knots
Complement	25
Classification	NK
Loading capacity (grain)	89,239.84 m ³

FAR EASTERN QUEEN 74,002-dwt Bulk Carrier

The 74,002-dwt bulk carrier FAR EASTERN QUEEN built at the Marugame Headquarters of Imabari Shipbuilding Co., Ltd., was delivered to the owner Far Eastern Silo & Shipping (Singapore) Pte. Ltd. in August, 1999.



Features

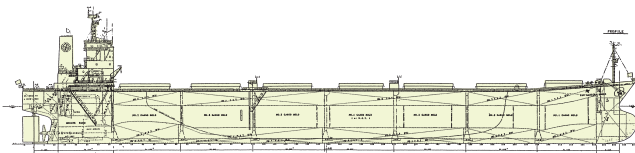
1. This bulk carrier is a flush-decker Panamax type without forecastle, but with a bulbous bow and

PRINCIPAL PARTICULARS

Length (o.a.)	224.97 m
Length (b.p.)	215.00 m
Breadth (mld.)	32.20 m
Depth (mld.)	19.30 m
Draft (mld.)	13.992 m
Gross tonnage	38,888
Deadweight	74,002 MT
Main engine	Mitsui B&W 7S50MC (Mark-VI)
MCR	12,000 PS x 115 rpm
NOR	10,800 PS x 111 rpm
Speed (max. trial)	15.840 knots
(service)	14.5 knots
Complement	23
Classification	NK
Loading capacity (grain)	89,158.17 m ³

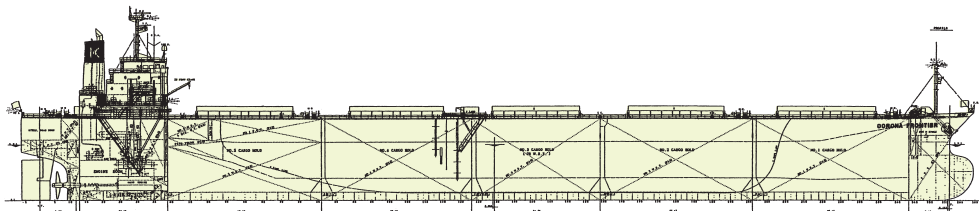
transom stern.

2. She has seven cargo holds and one of them can also be utilized as a water ballast tank. She can be loaded with such cargoes as bulk coal and ore. Heavy cargoes can be loaded by alternate loading. Homogeneous cargoes can be loaded or unloaded at two different ports.
3. She has large and wide cargo hatches with width 48 % of her breadth with side rolling hatch covers for convenience in unloading or loading from shore.



BULK CARRIERS / ORE / COAL

CORONA FRONTIER 88,291-dwt Bulk Carrier



The 88,291-dwt bulk carrier CORONA FRONTIER was built at Saijo Works of Imabari Shipbuilding Co., Ltd. and delivered to the owner, Happyday Carriers Inc. on June 14, 2000.

Features

1. This bulk carrier is a flush-decker type without forecastle, but with a bulbous bow and transom stern.
2. She has double hull construction suitable for coal loading and has five (5) cargo holds. One of them can also be utilized as water ballast tank.
3. She has large and wide cargo hatches and has 46 % of her breadth with side rolling hatch covers for convenience in unloading or loading from shore.

PRINCIPAL PARTICULARS

Length (o.a.)	229.93 m
Length (b.p.)	220.00 m
Breadth (mld.)	38.00 m
Depth (mld.)	19.90 m
Draft (mld.)	13.80 m
Gross tonnage	48,032
Deadweight	88,291 MT
Main engine	Kawasaki B&W diesel engine
MCR	12,268 kW (16,680 PS) x 105 rpm
NOR	10,429 kW (14,180 PS) x 99.5 rpm
Speed (max. trial)	16.770 knots
(service)	14.7 knots
Complement	28
Classification	NK
Loading capacity (grain)	101,695.43 m ³

CONTENTS

CONTAINER SHIPS

VICTORIA BRIDGE 3,484-TEU Container Ship



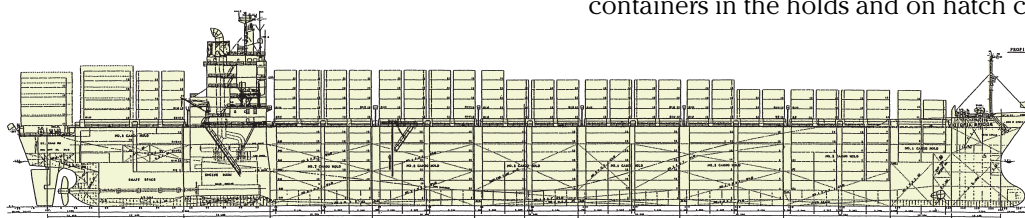
PRINCIPAL PARTICULARS

Length (o.a.)	275.08 m
Length (b.p.)	259.20 m
Breadth (mld.)	32.20 m
Depth (mld.)	21.50 m
Draft (mld.)	12.500 m
Gross tonnage	47,541
Deadweight	51,759 MT
Main engine	Mitsui-MAN B&W marine diesel engine
MCR	35,831 kW (48,750 PS) x 94 rpm
NOR	30,458 kW (41,440 PS) x 89 rpm
Speed (max. trial)	26.467 knots
(service)	23.00 knots
Complement	25...
Classification	NK.
Loading capacity (container)	3,484 TEUs

The 3,484-TEU container ship VICTORIA BRIDGE was built at the Marugame Headquarters of Imabari Shipbuilding Co., Ltd. and delivered to the owner Cypress Maritime (Panama), S.A. on July 6, 1998.

Features

1. The vessel has 8 container holds with 3-row hatches in transverse, 7 of the holds are arranged in front of the engine room and 1 back.
2. Containers can be stowed in 8 tiers and 10 rows in the holds and 5 tiers and 13 rows on the hatch covers.
3. 45' containers can be loaded on No.8 hatch covers and above the aft mooring deck.
4. The vessel can carry a total of 300-FEU refrigerated containers in the holds and on hatch covers.



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PUNTA ARENAS CHALLENGER

2,011-TEU Container Ship

The 2,011-TEU container ship PUNTA ARENAS CHALLENGER was built at the Marugame Headquarters of Imabari Shipbuilding Co.,Ltd. and delivered to the owner, Los Halillos Shipping Co.,S.A. on May 14, 1999.

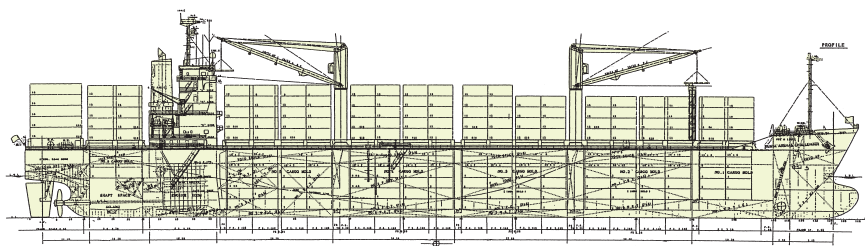
Features

1. The vessel was designed to load a capacity of 2,011 TEUs. She has one continuous upper deck with fore-castle and the cargo space is divided into five cargo holds. Engine room and accommodation deck houses are located semi-aft.
2. Maximum number of 40' containers which can be loaded are 983 FEUs. Refrigerated containers also can be loaded, at the most, 200 FEUs on the upper deck and in the hold. Containers of dangerous goods also can be loaded in one cargo hold and on the upper deck.
3. The vessel has two (2) sets of electro hydraulic single crane on upper deck. Two (2) sets each of 20' and 40' manual type spread-

PRINCIPAL PARTICULARS

Length (o.a.)	199.88 m
Length (b.p.)	190.00 m
Breadth (mld.)	30.50 m
Depth (mld.)	16.40 m
Draft (mld.)	10.250 m
Gross tonnage	24,724
Deadweight	28,804 MT
Main engine	Mitsui B&W marine diesel engine
MCR	18,052 kW (24,560 PS) x 105 rpm
NOR	15,347 kW (20,880 PS) x 99.5 rpm
Speed (max. trial)	22.781 knots
(service)	20.0 knots
Complement	24
Classification	NK.
Loading capacity (container)	2,011 TEUs

ers between supplied by stowing them on the containers.



CONTENTS

CONTAINER SHIPS

JINYUNHE 1,432-TEU Container Ship

The 1,432 TEU container ship JINYUNHE was built at Imabari Shipyard of Imabari Shipbuilding Co., Ltd., and delivered to JINYUNHE MARITIME INC. on June 27, 2000.

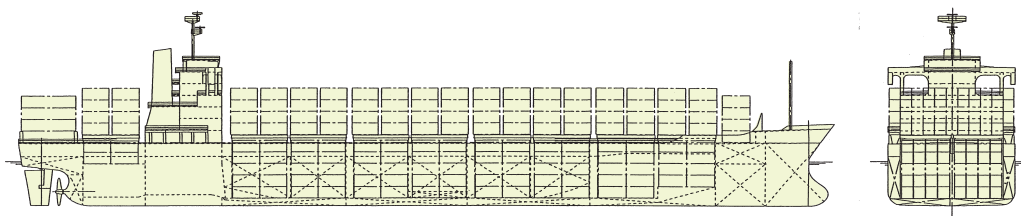
Features

1. The ship's container space is divided into five holds, four at fore of engine room, one aft.
2. She carries maximum of 1,432 TEU containers, 8 abreast and 5 tiers in cargo holds, 11 abreast and 4 tiers, at most, on hatches.
3. 130 units of self-contained air cooled reefer containers can be loaded on hatches.
4. 40' containers can be loaded in almost all cargo holds and on hatches except No.01 bay (No.1 bay is only for 20' containers), and 20' containers can be loaded in all cargo hold as twin-twenty loading and on almost

all hatches except No.40 bay (No.40 bay is only for 40' containers).

PRINCIPAL PARTICULARS

Length (o.a.)	182.87 m
Length (b.p.)	172.00 m
Breadth (mld.)	27.60 m
Depth (mld.)	14.00 m
Draft (mld.)	10.116 m
Gross tonnage	16,737
Deadweight	24,244 MT
Main engine	KHI-MAN B&W 6S60MC
MCR	11,768 kW x 101 rpm
NOR	10,591 kW x 97.5 rpm
Speed (max. trial)	21.834 knots
(service)	19.1 knots
Complement	25
Classification	American Bureau of Shipping (ABS)
	+A1 E (Container Carrier), +AMS AND +A CCU
Loading capacity	1,432 TEUs



CONTENTS

MERIDIAN ACE

5,059-unit Type Pure Car and Truck Carrier



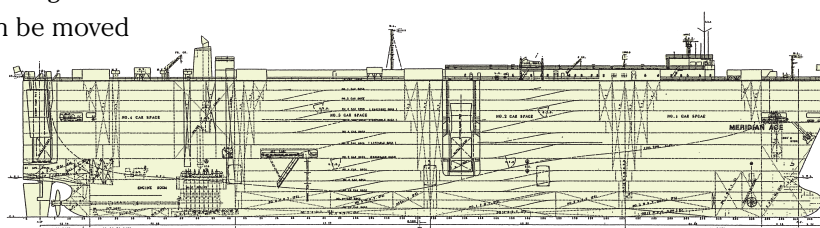
This 5,059-unit type pure car and truck carrier MERIDIAN ACE was built at the Marugame Headquarters of Imabari Shipbuilding Co., Ltd. and delivered to the owner, Meridian Shipholding S.A. on June 8, 2000.

Features

1. This vessel is a single screw diesel engine driven "Pure Car and Truck Carrier" (PCTC) with 12 car decks.
2. She has a big capacity with a stern ramp of S.W.L. 150 tons and two center ramps of S.W.L. 30 tons at both sides near midship. She has also five liftable decks, especially, the two decks over the free board deck are continuous two tiers liftable type for carrying taller or larger vehicles.
3. She has five movable slope ways connecting deck to deck in the hold and the slope way can be moved to suitable positions depending on the kind of cargoes or on the order of loading. In addition, many large cargoes can be loaded, because fixed slope ways are kept as few as possible.

PRINCIPAL PARTICULARS

Length (o.a.)	199.94 m
Length (b.p.)	190.00 m
Breadth (mld.)	32.20 m
Depth (mld.)	34.06 m
Draft (mld.)	10.00 m
Gross tonnage	55,878
Deadweight	20,144 MT
Main engine	Kobe-Mitsubishi diesel engine
MCR	14,121 kW (19,200 PS) x 100 rpm
NOR	12,003 kW (16,320 PS) x 94.7 rpm
Speed (max. trial)	21.878 knots
(service)	20.0 knots
Complement	30...
Classification	NK.
Loading capacity (car/vehicle)	standard car: 5,059



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RO/RO SHIPS

RORO MARIMO 6,213-dwt Ro/Ro Ship



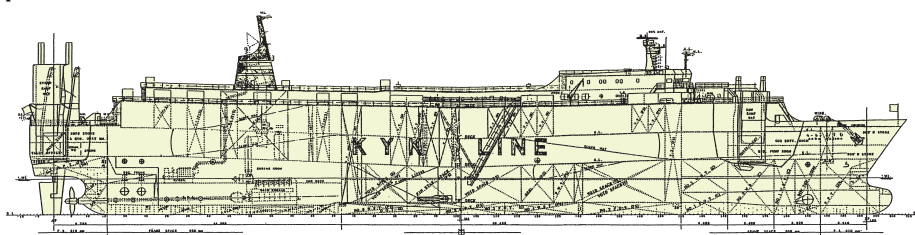
The 6,213-dwt roll-on and roll-off type cargo ship RORO MARIMO was built at Imabari Shipyard of Imabari Shipbuilding Co., Ltd. and delivered to the owner, Maritime Credit Corporation and Meiei Kisen Co., Ltd. on November 11, 1999.

Features

1. This vessel was designed as a high-speed Ro/Ro cargo ship for carrying various kinds of cargoes, such as trailer chassis, trucks, cars and containers.
2. She has five (5) car decks. Each vehicle is loaded on "C" deck by passing the rampway located at bow and stern. And the vehicles run between "B"- "D" deck on the slope way, and are lifted up and down between "C"- "E" deck by a cargo lifter.
3. She has a pair of fin stabilizer, bow and stern thrusters, which are to ensure safe voyage and good maneuverability in harbor.

PRINCIPAL PARTICULARS

Length (o.a.)	.....167.72 m
Length (b.p.)	.....156.00 m
Breadth (mld.)	.....24.00 m
Depth (mld.)	.....14.75 m (lowest upper DK point)
Draft (mld.)	.....7.20 m
Gross tonnage	.....8,348 (domestic)
Deadweight	.....6,213 MT
Main engine	.....NKK-S.E.M.T. 14PC4-2V
MCR	..... 16,990/16,784 kW (23,100/22,820 PS) x 400/138 rpm
NOR	..... 14,441/14,269 kW (19,635/19,400 PS) x 379/131 rpm
Speed (max. trial)	.....24.909 knots
(service)	.....21.7 knots
Complement	.....29...
ClassificationNK.
Loading capacity (container)24 TEUs
(chassis)12 m x 128
(car)152



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RORO SAROMA 6,213-dwt RO/RO Ship

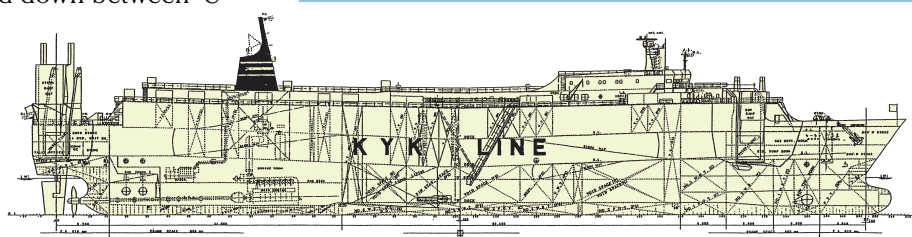
The 6,213-dwt roll-on and roll-off type cargo ship RORO SAROMA was built at Imabari Shipyard of Imabari Shipbuilding Co., Ltd. and delivered to the owner, Maritime Credit Corporation and SHUNZAN Kaiun Co., Ltd. on November 13, 1999.

Features

1. This vessel was designed as a high-speed Ro/Ro cargo ship for carrying various kinds of cargoes, such as trailer chassis, trucks, cars and containers.
2. She has five (5) decks. Each vehicle is loaded on "C" deck by passing the rampway located at bow stern. And the vehicles run between "B" – "D" deck on the slope way and are lifted up and down between "C" – "E" deck by a cargo lifter.
3. She has a pair of fin stabilizer, bow and stern thrusters, which are to ensure safe voyage and good maneuverability in harbor.

PRINCIPAL PARTICULARS

Length (o.a.)	167.72 m
Length (b.p.)	156.00 m
Breadth (mld.)	24.00 m
Depth (mld.)	14.75 m (lowest upper DK point)
Draft (mld.)	7.20 m
Gross tonnage	8,349 (domestic)
Deadweight	6,213 MT
Main engine	NKK-S.E.M.T. 14PC4-2V
MCR	16,990/16,784 kW (23,100/22,820 PS) x 400/138 rpm
NOR	14,441/14,269 kW (19,635/19,400 PS) x 379/131 rpm
Speed (max. trial)	24.317 knots
(service)	21.7 knots
Complement	29
Classification	NK
Loading capacity (container)	24 TEUs
(chassis)	12 m x 128
(car)	152



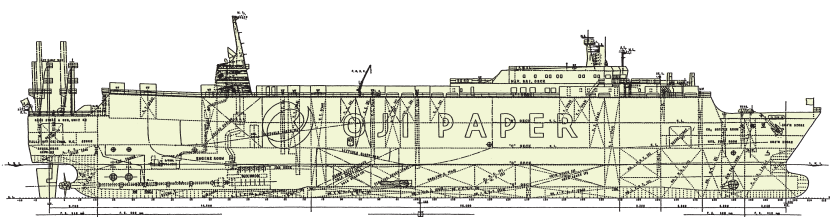
CONTENTS

RO/RO SHIPS

OHYUH MARU 6,490-dwt Ro/Ro Ship



The 6,490-dwt roll-on and roll-off type cargo ship OHYUH MARU was built at Marugame Headquarters of Imabari Shipbuilding Co., Ltd. and delivered to the owner, Maritime Credit Corporation and Seno Kisen Co., Ltd. and Shikoku Kaihatsu Ferry Co., Ltd. on February 15, 2000.



Features

1. This vessel was designed as a high-speed Ro/Ro cargo ship for carrying various kinds of cargoes, trailer chassis, trucks, cars and containers.
2. She has four (4) decks and each vehicle is loaded on "C" deck by passing the rampway located at bow and stern. The vehicles run between "B" – "D" deck on the slope way and are lifted up and down between "C" – "E" deck by a cargo lifter.
3. She has a pair of fin stabilizer and each with bow and stern thruster, which are to ensure safe voyage and good maneuverability in harbor.

PRINCIPAL PARTICULARS

Length (o.a.)	167.72 m
Length (b.p.)	156.00 m
Breadth (mld.)	24.00 m
Depth (mld.)	16.05 m (lowest upper DK point)
Draft (mld.)	7.200 m
Gross tonnage	9,841 (domestic)
Deadweight	6,490 MT
Main engine	NKK-S.E.M.T. 12PC4-2V
MCR	14,562/14,387 kW (19,800/19,562 PS) x 400/135 rpm
NOR	12,378/12,229 kW (16,830/16,628 PS) x 379/128 rpm
Speed (max. trial)	24.156 knots
(service)	21.2 knots
Complement	24
Classification	NK
Loading capacity (container)	24 TEUs
(chassis)	12 m x 128
(car)	103

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GENERAL CARGO SHIPS

PRINCESS 9,000-dwt General Cargo Ship

The 9,000-dwt general cargo ship, PRINCESS, built at Nishi Shipbuilding Co., Ltd., was delivered to PRINCESS LINES S.A. in August, 2000.

Features

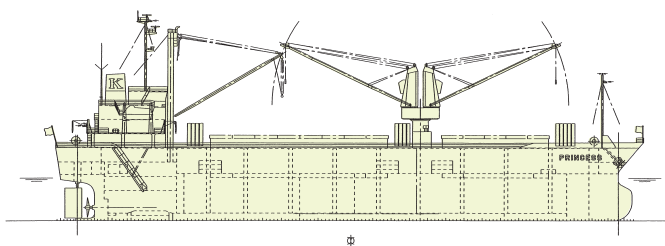
1. This vessel was designed to be a twin decker general cargo vessel having a raked stem with protruding bulbous bow and transom stern with balanced rudder. She is a single screw engine driven ocean going vessel suitable for carrying long-size steel cargoes, hot steel coils and general cargoes.
2. The cargo holds consist of two (2) different types, especially the No.2 hold which is made to carry long-size cargoes. The opening and the hold are therefore, very long, and each of the two holds is divided into

upper and lower hold by a middle deck.

3. She has one twin deck crane and one derrick boom for cargo gear on the upper deck at center line.

PRINCIPAL PARTICULARS

Length (o.a.)	110.67 m
Length (b.p.)	102.00 m
Breadth (mld.)	19.20 m
Depth (mld.)	8.80/13.50 m
Draft (mld.)	8.017 m
Gross tonnage	7,433
Deadweight	9,337 MT (summer)
Main engine	MAKITA CORPORATION
	2 stroke cycle marine diesel engine turbo charger
	6L35MC (Mark VI) x 1, MET4 253 x 1
MCR	3,900 kW (5,280 PS) x 210 rpm
NOR	3,515 kW (4,490 PS) x 199 rpm (85 % MCR)
Speed (max. trial)	15.426 knots
(service)	13.3 knots
Complement	20...
Classification	NK, NS* and MNS*, CHC, MPP, LSA, RCF
Handling gear	Derrick boom 30 TL=23.0 m
	Twin deck crane 60/24/10 T
	Single 30.5/12/5 T
Loading capacity (grain)	15,760.16 m ³
(bale)	14,680.85 m ³



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