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Oshima Shipbuilding Obtains AiP for Multiple Alternative Fuel-, OCCS-Ready from ClassNK, LR and DNV

Oshima Shipbuilding Co., Ltd. has acquired an Approval in Principle (AiP) for a Multi Alternative Fuel Ready (Ammonia/Methanol/LNG) and OCCS (Onboard Carbon Capture & Storage system) Ready from Nippon Kaiji Kyokai (ClassNK), Lloyd's Register (LR) and DNV AS (DNV).

Due to uncertainties surrounding next-generation fuels, it is currently difficult to select a single solution from several GHG reduction technologies. Therefore, the company has developed a conceptual design for a Multi Ready vessel that can comprehensively be adapted to the retrofit of four types of GHG reduction technologies such as LNG, ammonia, methanol propulsion, and OCCS.

By the AiP, the feasibility of this vessel is confirmed from regulatory and safety perspectives.

Oshima Shipbuilding is dedicated to contributing to a sustainable future for maritime transport. The Company actively supports the decarbonization of shipping through its advanced technological expertise.

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【Visit to the Member Shipyard Vol.3】
Imabari Shipbuilding Co., Ltd. Hiroshima Shipyard

The Flagship Shipyard Supporting Japan's Market Leader Strives to Enhance the Appeal of the Shipbuilding

Founded in 1901 in Imabari City, Ehime Prefecture, on Shikoku Island, Imabari Shipbuilding is the largest shipbuilder in Japan. The company has acquired several shipyards and has maintained the top domestic market share for over 20 years, ranking fourth globally. This January, Imabari Shipbuilding brought Japan Marine United Corporation, the second largest domestic shipbuilder, into the group to strengthen its competitiveness. Expansion has been its survival strategy to withstand the tides of change. The Hiroshima Shipyard was once an independent company operating under the name Koyo Dockyard. After facing financial difficulties in 1986, however, the company joined the Imabari Shipbuilding Group and changed its name to current Imabari Shipbuilding Hiroshima Shipyard in 2014. It now focuses primarily on building large bulk carriers and container ships for the multi production menu of the group and operates as one of the main shipyards.

The shipyard is in Mihara City, Hiroshima Prefecture, across the Seto Inland Sea from Shikoku Island, where the group's headquarters are based. Although it is the smallest of the group's main shipyards in terms of the area of factory at 516,000m², the Shipyard has a large construction capacity and a high operating rate. It features two construction docks, each measuring approximately 380meters in length and 60meters in width, as well as three outfitting quays. It has the largest crane capacity in its class, including one 1,200-ton Goliath crane and four 800-ton Goliath cranes. Through creative ingenuity within limited space, the shipyard has com-

(Continued on Page 3)

Name	Imabari Shipbuilding Hiroshima shipyard		
Location	Mihara city, Hiroshima prefecture		
Foundation	1949	Site Area	approx 516,000m^2
Employees	431 persons (Production Workers : 10.7%, Engineering : 80.3 %, Administration : 9%, Female Ratio : 5.3 %)		
Main Products	Large-size container carrier,		
Equipments	Hull Fabrication Shop, 2 Dry Docks, 5 Goliath Cranes, and others		
Shipbuilding Volume	5 - 8 Vessels/year		

(Continued from Page 2)

pleted 349 vessels, mainly container ships ranging from 5,800 to 14,000TEU, as well as capesize bulk carriers. While they also have experience building LNG carriers and tankers, their construction has focused almost exclusively on container ships in recent years. The Hiroshima Shipyard plans to begin serial construction of 16,800TEU container ships powered by methanol.

About a year ago, the Imabari Group introduced ChatGPT for internal use as part of its digital transformation. The system provides instant answers to employee queries about internal regulations, rules, and guidance for constructing steel ships, as well as other topics. Additionally, the shipyard developed video content for new employee training and a system called "Factory Navigation" that allows users to check block layouts and crane operation records within the factory in real time. They have also built a feature that, when a block is clicked on the screen, displays the relevant drawings. This feature is expected to improve productivity. Furthermore, these in-house systems can be easily customised and updated, offering a high degree of design flexibility — a key feature of the shipyard.

The Hiroshima Shipyard is gradually increasing its investments to renew its facilities. This includes replacing buildings along the national highway that runs directly in front of the shipyard, as this highway serves as a disaster relief supply route. The shipyard contributes to the community by organizing neighborhood cleanups and by donating to local educational and cultural activities, especially student initiatives. In 2025, to attract future talent, the company held a contest called the "Mega-Container Ship Challenge," inviting high school students from four schools in Hiroshima and Kagawa prefectures to the Marugame headquarters. Working in teams with Imabari Shipbuilding employees, the students built plastic model ships and competed in a program testing their speed and cargo capacity. The event even led some participants to join the company, so they are expanding the program this year.

To transfer the workers' skills, the shipyard operates the only welding training center in the group and places a strong emphasis on education. Recently, the shipyard initiated technical exchanges with the nearby JMU Kure Shipyard. By continuing the measure for renewal of the facilities and education of the workers, the entire group is making efforts to proceed with a production system to be advanced.

(Written by Tomo Nakabayashi)

Imabari Shipbuilding Completes LNG-Powered Capesize Bulker SG LAGOON

Imabari Shipbuilding Co., Ltd. on 4 December 2025 delivered the SG LAGOON, a 209,000-DWT LNG dual-fuel Capesize bulker that it had constructed at its Saijo Shipyard.

The vessel, built under the Common Structural Rules for Bulk Carriers and for Double-Hull Oil Tankers (CSR-BC&OT), is capable of running on two types of fuels, heavy oil and LNG. Having LNG fuel tanks on the stern side of its accommodation area on its upper deck, it secures as much cargo capacity and high transport efficiency as conventional vessels running solely on heavy fuel oil. Each of its cargo holds has top side and hopper tanks for alternate hold loading to accomodate iron ore and other high-density items.

Burning LNG in place of heavy fuel oil, the vessel can reduce CO_2 emissions by approximately 20% to 30%. Doing so, furthermore, it can also curtail the release of SOx, which causes air pollution, by almost 100%. Even when running on heavy fuel oil, it 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 in CO_2 emissions per transport work compared to the established baseline).

By adopting a selective catalytic reduction (SCR) system for its main engine, in addition, the vessel can satisfy the IMO's Tier III NOx emissions regulations as well. Having dual-fuel power generators and auxiliary boilers, it can reuse the boil off gas (BOG) generated in its LNG tank fuels without waste.

The vessel is also designed to demonstrate greater propulsion and eco-friendly performance with the energy-saving additions that it has around its propellers, twisted rudders, a bow share that can reduce propulsion resistance, the design of its living quarters that can reduce air drag, paints for its outer hulls that can 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: 210,141t
GT: 110,690t
Main Engine: 7S60ME-C10.5-GI
Service Speed: Approx. 14.0 kt
Classification: Nippon Kaiji Kyokai (ClassNK)
Registry: Japan

JMU Delivers Next-Generation Suezmax Tanker ADVANTAGE SERENITY

Japan Marine United Corporation (JMU) delivered "ADVANTAGE SERENITY" at its Ariake Shipyard on 9 January 2026. This vessel is JMU's newly developed Suezmax Tanker that offers improved fuel efficiency and have less environmental impact compared with previous generations. It is a masterpiece of both JMU's latest technologies and all expertise on oil carriers.

The vessel has not only high efficiency propellers but also JMU's original energy saving devices such as "Super Stream Duct®", "SURF-BULB®" and "ALV-Fin®", all of which are optimized for this particular hull. Those technologies significantly improve propulsion performance and reduce fuel oil consumption. Moreover, both "Ax-Bow®", which reduces wave resistance, and low wind-resistance accommodations are applied to the vessel to improve performance on actual sea conditions.

The vessel complies with the Energy Efficiency Design Index (EEDI) Phase 3 (a 30% reduction from the reference line) due to its hull form and the latest energy saving devices. This challenge contributes to a green environment with its dras-

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(Continued from Page 4)
tically improved eco-friendly performance. The vessel complies with the IMO NOx Tier III requirements and is equipped with an SOx scrubber to meet the IMO SOx emission requirements.

To comply with various environmental regulations, the vessel has electronically controlled engines, a ballast water management system and is provided with an Inventory of Hazardous Materials (IHM). Furthermore, low friction paints are applied on its hull. Also, both of its cargo oil and ballast water tanks are coated in accordance with the IMO PSPC requirements, which improve the vessel's anticorrosive performance.

<Principal Particulars>

L (o.a.) x B (mld.) x D (mld.): 274.30m x 48.00m x 23.15m
GT/DWT: Approx. 83,010/159,133t
Service Speed: 14.5 kt
Main Engine: Mitsui MAN-B&W 7S60ME-C10.6-EGRBP
Complement: 28
Classification: ABS
Port of Registry: Marshall Islands

Completion of the concept design for "MISAGO," a wind-assist propulsion arrangement for container carriers

Nihon Shipyard Co., Ltd. ("NSY"), together with Imabari Shipbuilding Co., Ltd. and Japan Marine United Corporation, has successfully completed a concept design of "MISAGO: Multiple Innovative Sail Arrangement for Green Optimization," a wind-assist propulsion arrangement for container carriers.

As a means of reducing greenhouse gas (GHG) emissions from shipping, the use of wind-assist propulsion systems (WAPS) on commercial vessels has been gradually increasing. However, adoption on container carriers has lagged, largely because limited deck space makes WAPS installation challenging. In addition, because container carriers typically operate at relatively high speeds, the apparent wind during navigation is often expected to be headwinds, from which WAPS can deliver limited effects. This has made finding an effective arrangement a key element in installing WAPS on container carriers.

To address these challenges, NSY has developed the MISAGO concept design (Note 1), inspired by a wind-resistance-reducing bow cover (wind cover) previously developed by NSY and adopted on container carriers. MISAGO places sails, functioning as WAPS, effectively at the bow to contribute to both wind-assisted propulsion and reduced aerodynamic resistance. Under headwind conditions, when sails do not generate forward thrust, the sails are stowed (reefed) and function like a wind cover to streamline airflow, thereby reducing wind resistance acting on the container carriers. Conversely, under winds favorable for generating thrust (such as quartering headwinds, beam winds, and tailwinds), the sails are deployed to assist propulsion and reduce fuel consumption by the main engine.

Preliminary calculations for a 14,000-TEU container carrier indicate the fuel-saving effects shown in Table 1 when using either three or two sails. Going forward, NSY will continue further studies toward practical implementation.

NSY will continue to leverage its environmental impact reduction technologies to help realize a sustainable society by delivering vessels that are environmentally responsible.

Figure 1. Wind-Assist Propulsion Arrangement for Container carriers: "MISAGO"

Wind Cover Mode	Sail Mode (3 Units)	Sail Mode (2 Units)
In headwinds, the system functions as a wind cover to reduce aerodynamic (wind) resistance.	In quartering headwinds, beam winds, or tailwinds, the sails are deployed to provide wind-assisted propulsion.	A two-sail layout used to maintain visibility, combined with a fixed wind cover.
		

Table 1. Estimated Fuel-Saving Effects for a 14,000-TEU Container carrier (preliminary calculations), including wind cover benefits

Sail Configuration	Three-Sail Configuration	Two-Sail Configuration
Average fuel-saving effect	7%	5%

Note 1: The patent for the concept is under pending, of which name "MISAGO" at Trademark is also under pending.

Kawasaki, JSE Sign Contract to Build World's Largest 40,000-m^3-Capacity Liquefied Hydrogen Carrier

— Constructing Commercial-Scale Liquefied Hydrogen Supply Chain —

Tokyo, 6 January 2026 - Kawasaki Heavy Industries, Ltd. (Representative Director, President, and CEO: Yasuhiko Hashimoto, Head Office: Minato-ku, Tokyo) and Japan Suiso Energy, Ltd. (JSE, Representative Director and President: Eiichi Harada, Head Office: Minato-ku, Tokyo) announced the signing of a contract to build the world's largest liquefied hydrogen carrier with a capacity of 40,000 m^3.

The vessel will be built at Kawasaki's Sakaide Works (Sakaide City, Kagawa Prefecture). JSE is the project operator of the New Energy and Industrial Technology Development Organization (NEDO)'s Green Innovation Fund Project: Liquefied Hydrogen Supply Chain Commercialization Demonstration which plans to demonstrate by FY2030 the ship-to-base loading/unloading of liquefied hydrogen and perform trials under ocean-going conditions.

In 2021, Kawasaki Heavy Industries constructed the world's first liquefied hydrogen carrier, the-1,250 m^3-capacity SUISO FRONTIER. In addition, it had established "Hy touch Kobe", a liquefied hydrogen receiving demonstration terminal. In February 2022, as a member of HySTRA, Kawasaki Heavy Industries participated in the first-ever successful pilot demonstration of loading/unloading and transportation of liquefied hydrogen between Japan and Australia. Designed and built by Kawasaki Heavy Industries to respond to global demand for hydrogen anticipated in the 2030's, the new vessel is a 40,000-m^3-capacity liquefied hydrogen carrier that will provide a foundation for a future hydrogen supply chain.

Using this vessel and the Kawasaki LH_2 Terminal, a liquefied hydrogen base now under construction on Ogishima, Kawasaki City, JSE will demonstrate performance, safety, durability, reliability, economics, and other elements required for the commercialization of a global hydrogen supply chain and steadily proceed towards a hydrogen-based society.

40,000 m^3 liquefied hydrogen carrier (artist's impression)

The main features of the new vessel are as follows.

1) Equipped with cargo tanks for liquefied hydrogen with a total capacity of around 40,000m^3. Uses a high-performance insulation system to reduce the generation of boil-off gas (BOG) caused by natural heat ingress from outside, enabling large-scale transportation of cryogenic liquefied hydrogen.
2) The electric propulsion system features a hydrogen/oil-based dual-fuel generator engine in addition to a conventional oil-based generator engine. Furthermore, the installation of a hydrogen gas supply system with a compressor and a heat exchanger enables BOG generated from liquefied hydrogen cargo tanks to be used as a propellant, reducing CO_2 emissions during liquid hydrogen transport.
3) Equipped with a cargo handling system capable of loading/unloading large volumes of liquefied hydrogen. Double-wall vacuum jacketed piping keeps the material at an extremely low temperature for efficient and safe transfer between onshore facilities and the liquefied hydrogen tanks on the vessel.
4) With a shape and draft that consider the low density of liquefied hydrogen, the vessel requires less power and has high propulsion efficiency.
5) The hydrogen fuel system, fuel supply system, and cargo handling system for liquefied hydrogen and hydrogen gas are risk assessed, and suitable safety measures have been taken to ensure that liquefied hydrogen poses no risk to the crew, environment, or structural integrity and soundness of the vessel.

By providing a stable supply of large volumes of hydrogen and supporting the decarbonization of electricity generation, mobility, and industry, the new vessel will help to realize a hydrogen-based society. Kawasaki and JSE will continue to cooperate with diverse businesses to construct a commercial-scale, international supply chain for liquefied hydrogen and realize a carbon neutral society by 2050.

<Specifications>

Overall length: Approx. 250.00m
Molded breadth: 35.00m
Molded depth: 20.00m
Fully loaded draft in summer: 8.50m
Cargo tank capacity: Approx. 40,000m^3
Propulsion system: Diesel/hydrogen-fueled electric propulsion
Sea speed: Approx. 18.0knots
Classification: Nippon Kaiji Kyokai (ClassNK)
Country of registration: Japan

World's First General Design Approval (GDA) for Developed Steel and Post-Weld Heat Treatment (PWHT) Exemption Based on ECA for Low-Pressure Liquefied CO_2 Tank Made of KF460 Steel

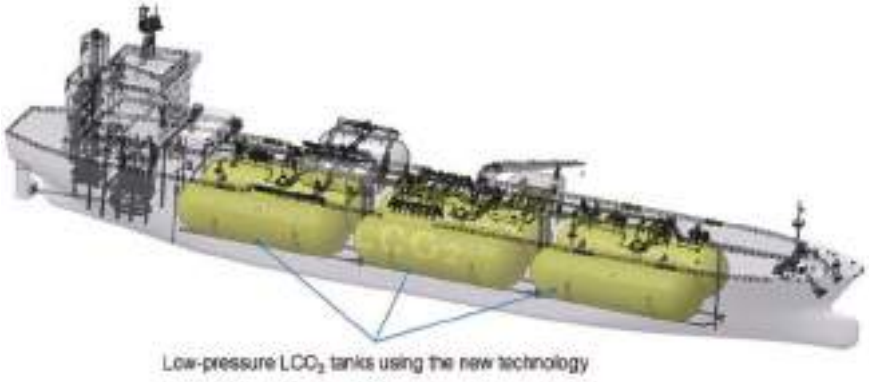

Illustration of a Ship with Low-pressure LCO_2 Tanks

Tokyo, 5 December 2025 - Mitsubishi Shipbuilding Co., Ltd. (Mitsubishi Shipbuilding), a part of the Mitsubishi Heavy Industries (MHI) Group, and Nippon Steel Corporation (Nippon Steel) have applied Nippon Steel-developed steel to the cargo tanks of low-pressure liquified CO_2 (LCO_2) carriers and jointly developed a PWHT-exemption technology based on ECA. Both companies have recently received the world's first General Design Approval (GDA) from Nippon Kaiji Kyokai (ClassNK) for this technology.

As part of Mitsubishi Shipbuilding's cross-industry initiatives to standardize large LCO_2 carriers, both companies are collaborating to develop the steel for large LCO_2 tanks and establish a PWHT-exempt manufacturing process based on ECA to achieve both economic viability and productivity.

When an economical high-strength carbon-manganese steel is used in large LCO_2 tank manufacturing, PWHT is generally required for tank welds as per the IGC Code. However, heat-treatment furnaces capable of annealing large LCO_2 tanks are extremely limited, and this manufacturing process becomes a significant obstacle to tank enlargement and a stable supply.

To address this issue, Mitsubishi Shipbuilding has evaluated the integrity of tank welds through an ECA based on the steel plate properties developed by Nippon Steel. The results of the ECA demonstrate the validity of manufacturing processes without PWHT and received a GDA.

Nippon Steel has developed a steel that conforms to the NK standard of KF460 —with high strength, excellent low-temperature toughness, and economic viability—to enable the PWHT-exemption technology for large low-pressure LCO_2 tanks developed by Mitsubishi Shipbuilding.

The acquisition of this GDA represents a remarkable breakthrough achieved by the technical cooperation between the two companies, and it will contribute greatly to reducing LCO_2 transportation costs by ensuring the safety of low-pressure LCO_2 tanks while delivering both economic viability and productivity. Mitsubishi Shipbuilding and Nippon Steel will build on this joint success and work with supply-chain partners involved in LCO_2 tank manufacturing to commercialize the developed steel and low-pressure LCO_2 tanks.

The MHI Group is currently pursuing strategic measures to strengthen its business for the energy transition. In conjunction with this initiative, Mitsubishi Shipbuilding is making efforts to contribute to the advancement of the maritime industries in Japan and around the world by utilizing its shipbuilding-based marine engineering technologies in addition to its conventional shipbuilding. The development of this low-pressure LCO_2 tank technology is one example of these efforts. Collaboration with Nippon Steel also demonstrates the MHI Group's commitment to partnerships. Moving forward, Mitsubishi Shipbuilding will continue to build strategic global partnerships both to incorporate external expertise and actively advance the development of a CCUS value chain. Through these efforts, the company aims to provide its technologies, products and services to ever more customers.

Nippon Steel has set out its Nippon Steel Carbon Neutral Vision 2050 to support the aim of realizing a carbon neutral society in 2050. In addition to reducing CO_2 emissions in its own manufacturing processes, by delivering advanced products and solution technologies under its NSCarbolex™ Solution brand, it also aims to contribute to the reduction of CO_2 emissions in society. The developed steel among this joint development project with Mitsubishi Shipbuilding corresponds to the Thermo-Mechanical Control Process (TMCP) steel of NSCarbolex Solution, enhances the economic performance of entire CCUS value chains, and makes a significant contribution to their realization. CO_2 reduction is an urgent issue across all industries, and Nippon Steel will continue to advance products and solution technologies to support its customers' decarbonization and competitiveness, contributing to the realization of a carbon neutral society.


ClassNK

GENERAL DESIGN APPROVAL

GDA Certification

NAIKAI ZOSEN Completes 40,000-DWT General Cargo Carrier REKINDLE

The REKINDLE, a 40,000-DWT general cargo carrier ordered by CENTENNIAL SHIPPING S.A., was completed at NAIKAI ZOSEN CORPORATION's Innoshima Shipyard on 18 December 2025. The features and main particulars of the newbuilding are as follows.

<Features>

1) All of the cutting-edge dry cargo carrier's holds are of double-side structure;
2) Double-side structure keeps ships from suffering cargo hold flooding and fuel oil leakage when damaged on their sides. Adopting a structure design where stiffeners are not exposed to cargo hold surfaces, moreover, the vessel makes cargo hold maintenance easier;
3) Having a shallow scantling draft of 10 meters, the vessel can enter and depart shallow ports and harbors. It can also navigate on the river, canal, lake, and elsewhere;
4) The vessel is capable of carrying grains, coal, ores, steel coils, other steel products, cement, cement clinkers, sulfur, and so on. It is equipped with five cargo holds, four deck cranes and semi-open wide hatches; and
5) As attachments to save energy, the vessel has an SSD (Super Stream Duct) at the stern and a Surf-Bulb rudder blade. Introducing a bow shape for cutting through waves in rough water and energy-saving paints, in addition, it boasts improved navigation performance in stormy weather and lowers horsepower and fuel oil consumption at its main engine.

<Main Particulars>

Length overall: 183.00m
Length between perpendiculars: 177.00m
Breadth (mld.): 32.20m
Depth (mld.): 14.50m
Designed draft (mld.): 9.50m
Scantling draft (mld.): 10.00m
International gross tonnage: 25,257tons
Deadweight tonnage (at designed draft): 40,065tons
Cargo hold capacity: Approximately 50,000m^3
Crew: 25
Main engine: DU-WinGD 5X52-S2.0
1 Unit
Maximum output: 5,200kW x 91.0 min-1
Normal output (84%): 4,370 kW x 85.9 min-1
Service speed: Approximately 13.3knots
Flat state: Panama
Qualification society: Nippon Kaiji Kyokai (ClassNK)
Construction commenced: 18 March 2025
Launched: 30 July 2025
Construction completed: 18 December 2025

MITSUI E&S, Taiyo Electric Complete Joint Development of, Starts Sales for Overhang Permanent Magnet Shaft Generating System

MITSUI E&S Co., Ltd. (Head Office: Chuo-ku, Tokyo; President and CEO: Takeyuki Takahashi; hereinafter "MITSUI E&S") and Taiyo Electric Co., Ltd. (Head Office: Chiyoda-ku, Tokyo; President: Takuo Yamada; hereinafter "Taiyo Electric") have completed the joint development of an "Overhang Permanent Magnet Shaft Generating System" for large marine engines and commenced sales activities on January 2026.

Unlike Taiyo Electric's conventional shaft generators installed on intermediate shafts, this new system is mounted on the fore end of main engines. This configuration minimizes impact on engine room layouts and stern hull designs, contributing to improving fuel efficiency and enhancing energy-saving performance for vessels. In addition, engines and generators can be ordered and delivered in a single package, helping reduce the workload of shipyards during installation and outfitting.

The system adopts a permanent magnet generator, which offers higher efficiency and a more compact and lightweight design compared to conventional wound-rotor types. A reduced number of periodic component replacements also contributes to improving maintainability.

Furthermore, in addition to PTO*1 (power generation), the system supports engine-assist operations through PTI*2 by providing supplemental propulsion power when required, the system supports stable

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vessel operations even under adverse weather conditions or in situations where additional acceleration is needed.

MITSUI E&S and Taiyo Electric will continue to expand the application of this system and enhance their service capabilities, thereby contributing to the reduction of GHG emissions and further energy efficiency in vessel operations by responding to customer needs.

*1 PTO (Power Take-Off) : Generates electrical power from engine rotations and supplies electricity to onboard the vessel.

*2 PTI (Power Take-In) : Drives the generator as a motor to assist engine output.

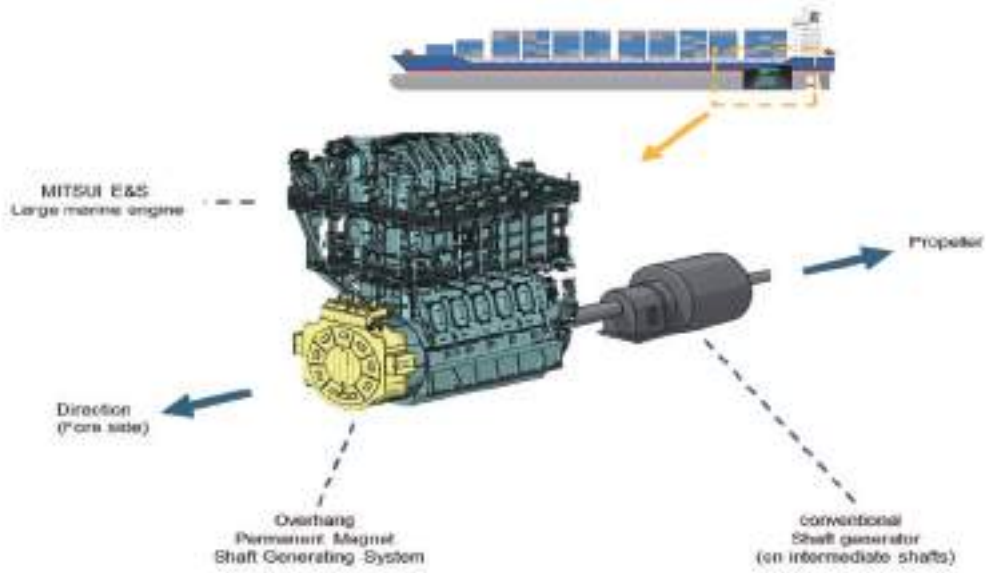

Image of Overhang Permanent Magnet Shaft Generating system

HAKODATE completes newly developed 40,000-DWT-type bulk carrier PAIWAN BRAVE of HIGH BULK 40SE series

The Hakodate Dock Co., Ltd. delivered the PAIWAN BRAVE, a 40,000-DWT-type bulk carrier, built at its Hakodate Shipyard on 21 October 2025. The vessel is the first in a newly developed series of HIGH BULK 40SE (super eco), jointly developed with Namura Shipbuilding Co., Ltd.

This design builds on the proven features of the highly successful HIGH BULK 40E series, preserving its flexibility to serve a wide range of ports worldwide, while optimizing cargo capacity for grain, coal, steel, and other commodities, achieving more eco-friendly operations through reduced fuel consumption.

Improved propulsion performance and fuel savings are achieved through a newly developed vertical shaped bow, Namura's proprietary Namura Flow Control Fin (NCF), Rudder-Fin, additional fins installed behind the NCF, the latest high-efficiency propeller, and low-friction-type anti-fouling paints, while fully complying with the IMO EEDI Phase 3 regulations. The vessel is designed to be both eco-friendly and economical, reducing CO_2 emissions.

Semi-box shaped cargo holds with large cargo hatch covers and four deck cranes are adopted for serviceable and safer operations in cargo handling work. Double-hull construction is also adopted for security against unexpected occurrences such as collision damage and cargo leakage.

<Principal Particulars>

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: 39,793t/24,219t
Complement: 24
Registry: Republic of Panama
Classification: ClassNK

ONE SERENITY

Builder: Imabari Shipbuilding Co., Ltd.
Ship type: 13,900-TEU containership
L (o.a.) x B x D: 335.94m x 51.00m x 30.10m
GT: 140,233t
Main engine: 7G95ME-C10.6
Speed, service: about 22.0kts
Classification: LR
Registry: Liberia
Completion: 19 December 2025

MOUNT MAKALU

Builder: Japan Marine United Corporation
Ship type: 211,900-DWT-Type Bulk Carrier
L (o.a.) x B x D: 299.99m x 50.00m x 25.00m
GT: 108,999
DW: 211,900t
Main engine: HZME MAN-B&W 7S60ME-C10.6-HPSCR
Complement: 25
Classification: ABS
Port of Registry: Monrovia, Liberia
Completion: 13 February 2026

AQUABELLA

Builder: Namura Shipbuilding Co., Ltd.
L (o.a.) x B (mld) x d (mld): 291.92m x 45.0m x 18.2m
DWT: 182,663t
GT: 94,634t
Main engine: MAN B&W 7S60ME-C10.6-EGRBP x 1unit
Complement: 24
Registry: Marshall Islands
Classification: NK
Completion: 28 November 2025

TOMINI SAKURA

Builder: Oshima Shipbuilding Co., Ltd.
Hull No.: 11107
Ship type: Bulk Carrier
L (b.p) x B x D: 177.20m x 32.26m x 15.20m
DWT/GT: 42,401MT/25,584
Main Engine: J-ENG 6UEC42LSH-Eco-D3-EGR (Derating)
Speed, service: 14.00kts
Classification: NK
Registry: Marshall Islands
Completion: 21 November 2025

NORTHERN PEARL

Owner: Panamanian Owner
Builder: Shin Kurushima Sanoyas Shipbuilding Co., Ltd.
Hull No.: S-6265/S-1416
Ship type: Bulk Carrier
L (b.p.) x B x D: 197.3m x 32.24m x 19.22m x 11.3m
DWT/GT: 63992t/36372t
Main engine: MITSUI-MAN B&W 6S50ME-C9.7-EGRBP
Speed, service: 14.1kts
Classification: NK
Registry: Panama
Completion: 21 November 2025

Information from JSEA

Our news letter, SEA-Japan, is now available as e-mail. If anyone wishes to receive the digital edition (pdf format), please contact

sea-japan@jsea.or.jp

with the following information of yourself for identification:

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

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