

# BELLE LUNE – Bulk carrier



Shipbuilder: .....Tsuneishi Zhoushan  
 Vessel's name: ..... **Belle Lune**  
 Owner/Operator: ..... **Nissen Kaiun KK**  
 Country: ..... **Japan**  
 Designer: ..... **Tsuneishi**  
 Country: ..... **Japan**  
 Flag: ..... **Panama**  
 IMO number: ..... **9897937**  
 Total number of sister ships already completed (excluding ship presented): ..... **5 (2 at Tsuneishi Zhoushan and 3 at Tsuneishi Cebu)**  
 Total number of sister ships still on order: ..... **4**

Japanese owner Nissen Kaiun took delivery of the *Belle Lune* from Tsuneishi's Chinese yard at Zhoushan in May 2021. The ship is distinguished by being the first of the Tsuneishi TESS42 type completed, and the first of a 10-ship series ordered by Nissen Kaiun in June 2019. The ships are spread five each for construction at Zhoushan and Cebu in the Philippines.

Tsuneishi's TESS 38 Handymax bulk carrier design has been a popular choice over the years and the new TESS42 type builds on this popularity adding extra capacity and improved efficiency within the same hull envelope dimensions although with a slightly deeper draught.

The ship is 180m in length, 32.2m wide and a 10.75m summer loadline draught. At the same draught as the TESS38 type, the ship has a deadweight of 40,000tonnes but this is increased to a design 42,200dwt when loaded to maximum draught – although *Belle Lune* has been consigned a deadweight of 42,446tonnes by ClassNK.

*Belle Lune* and its sister ships have the typical five-hold, four-crane configuration of the Handymax type and have been log-fitted for carriage of lumber cargoes both under and on deck adding to the flexible nature of the vessel.

TESS is an acronym for Tsuneishi Economic Ship Series and by optimising the 38 type design, the new ships have reduced fuel consumption by 4% per tonne/mile and been given an extended service range. They are scrubber equipped to meet SOx rules and SCR systems on main and auxiliaries allow compliance with NOx Tier III rules. The main engine is a Mitsui-built MAN B&W S50ME type of five-cylinder configuration producing 6,410kW power at 101rpm.

## TECHNICAL PARTICULARS

Length oa: .....180m 179.99m  
 Breadth moulded: .....32.2m  
 Depth moulded: .....15.4m  
 Draught  
 scantling: .....10.75m  
 design: .....9.50m

Gross: .....26,700t 26,272t (ClassNK)  
 Deadweight  
 scantling: .....42,200m 42,446m (ClassNK)

Cargo capacity (m³)  
 Bale: .....50,088  
 Grain: .....52,400m³ 52,582

Bunkers (m³): .....2,655

Classification society and notations: .....ClassNK  
 NS\*(BCM, BC-XII, GRAB, PSCP-WBT, NC, 1C)

(IWS)(PSCM)(EA + GW, R)(IHM)(NOx-III(SCR))  
 (SOx(EGCS))  
 MNS\*

## Propulsion

### Main engine(s)

Model: .....5-cylinder 2-stroke  
 Manufacturer: .....Mitsui E&S  
 Number: .....1  
 Output of each engine: .....6,410kW @101rpm  
 Is this a diesel-electric or hybrid?: .....N

### Propeller(s)

Number: .....1

### Diesel-driven alternators

Number: .....4  
 Type of fuel: .....HFO/MDO  
 Output/speed of each set: .....2,650 total

### Exhaust-gas scrubbing equipment

On main engines?: .....Yes  
 On auxiliary engines?: .....Yes

### Boilers

Number: .....1  
 Make: .....Miura

### Deck machinery

Cargo cranes/cargo gear  
 Number: .....4

### Special lifesaving equipment

Number of each and capacity: .....1 totally  
 enclosed freefall – 25 persons, 1 rescue  
 boat – 6 persons, 2 liferafts each 25 persons

Contract date: .....June 2019  
 Delivery date: .....13 May 2021

