



CIELO D'ITALIA: Handy-cape bulk carrier

Shipbuilder: **Sanoyas Shipbuilding Corporation**
 Vessel's name: **Cielo d'Italia**
 Hull No: **1315**
 Owner/Operator: **d'Amico Dry Limited**
 Country: **Ireland**
 Designer: **Sanoyas Shipbuilding Corporation**
 Country: **Japan**
 Model test establishment used: **Shipbuilding Research Centre of Japan**
 Flag: **Panama**
 IMO number: **9539274**
 Total number of sister ships already completed (excluding ship presented): **0**
 Total number of sister ships still on order: **2**

TECHNICAL PARTICULARS

Length oa: 245m
 Breadth moulded: 43m
 Depth moulded: 21.6m
 To main deck: 21.6m
 To upper deck: 21.6m
 Width of double skin
 Bottom: 2.24m
 Draught
 Scantling: 15.60m
 Gross: 63,087gt
 Deadweight
 Scantling: 117,438dwt
 Speed, service
 (85 %MCR output): 14.5knots with 15% sea margin
 Cargo capacity (m³)
 Bale: Grain: 135,000m³
 Bunkers (m³)
 Heavy oil: 2,260m³
 Diesel oil: 760m³
 Water ballast (m³): 56,000m³ (incl.No.4 hold ballast)
 Classification society
 and notations: AMERICAN BUREAU OF SHIPPING +AI,Bulk Carrier, BC-A(holds 2,4 and 6 may be empty), E, +AMS, +ACCU,AB-CM,CSR,GRAB(20), PMA,ESP,CPS,CRC,RW,TCM, UWILD,ENVIRO,GP,BWT,POT
 Main engine(s)
 Design: Mitsui Engineering & Shipbuilding Co.Ltd.
 Model: MAN B&W 6G60ME-C9.2
 Manufacturer: Mitsui Engineering & Shipbuilding Co.Ltd.
 Number: 1 set
 Type of fuel: HFO or MDO
 Output of each engine: MCR 11,010kW x 77.0min-1
 Propeller(s)
 Material: Ni-Al-BRONZE
 Designer/Manufacturer: Nakashima Propeller Co.Ltd.
 Number: 1 set
 Fixed/Controllable pitch: Fixed type
 Diesel-driven alternators
 Number: 3 sets
 Engine make/type: STX Engine Co. Ltd. / 4 cycle diesel engine
 Type of fuel: HFO or MDO
 Output/speed of each set: 780kW / 720min-1
 Alternator make/type: Hyundai Heavy Industries Co. Ltd.
 Output/speed of each set: 700kW / 720 min-1

Boilers
 Number: 1 set
 Type: OSV2-80/70-23
 Make: Osaka Boiler MFG. Co. Ltd.
 Output, each boiler: Oil burning 800kg/h, Exh. gas 700kg/h at NCR
 Other cranes
 Number: 3 sets
 Make: Kyoritsu Kikai Co.Ltd.
 Type: Electric motor driven fixed davit
 Tasks: Engine parts, provision handling, hose handling
 Performance: 3.5tonnes / Working radius 13.32m~4.5m 4.0tonnes / Working radius 3.4m 0.5tonnes / Working radius 1.2m
 Mooring equipment
 Number: Windlass 2 sets / Mooring winch 6 sets
 Make: Kawasaki Heavy Industries Ltd.
 Type : Electro-hydraulic driven
 Special lifesaving equipment
 Number of each and capacity: 1set x 30 persons
 Make: Fassmer Marland Ltd
 Type: Free fall enclosed type
 Hatch covers Design: MacGregor Japan
 Manufacturer: MacGregor Japan
 Water ballast Treatment System
 Make: Headway Technology Co.Ltd.
 Complement
 Officers: 10
 Crew: 15
 Stern appendages/special rudders: STF (Sanoyas Tandem Fin)
 Fire detection system
 Make: Nohmi Bosai Ltd
 Fire extinguishing systems
 Cargo holds: Make/Type: Seawater
 Engine room: Make/Type: Seaplus Co.Ltd. / High expansion foam fire extinguishing system
 Cabins: Make/Type: Seawater
 Public spaces: Make/Type: Seawater
 Radars
 Number: 2 sets
 Make: Furuno Electric Co. Ltd.
 Model(s) FAR-2837S,FAR-2827
 Waste disposal plant
 Incinerator
 Make: Volcano Co. Ltd.
 Model: VIRM-50/Sewage plant
 Make: Taiko Kikai Industries Co. Ltd.
 Model: SBH-25
 Contract date: 3 April 2008
 Launch/float-out date: 21 November 2014
 Delivery date: 3 February 2015

Italian owner and operator d'Amico group took delivery of its new handy-cape 117,000dwt dry bulk carrier on February 3 2015. The *CIELO D'ITALIA* was built at Sanoyas Shipbuilding Corporation's shipyard in Mizushima, Japan.

The 245m long and 43m wide ship is the result of a multi-year collaboration between the companies who worked very closely to design a ship characterized by extremely effective design particulars, with emphasis on the environment and energy efficiency, and capable of reducing consumption and emissions by 20% compared with other ships operating in the same segment.

Over the years, the project born in 2008 underwent several revisions by d'Amico Group with the aim of further improving the efficiency profile of the handy-cape vessels available on the market. Thanks to the work of the two technical offices as well as that of the trading company Mitsui & Co., in 2013 the ship was completely redesigned and equipped with a latest generation fully electronic engine system, that features automatic control for optimizing consumption.

Safety features exceed the requirements of international bodies, thus anticipating industry standards that will become effective in the coming years.

The choice of d'Amico Group to focus on the construction of two new generation handy-cape vessels was motivated by the versatility of this type of vessel, which is larger than the traditional Post-Panamax vessels though smaller than a Capesize. This versatility in terms of size and loadable capacity allows for multiple use as regards both the type of goods transported and the routes covered.

D'Amico Dry, the company that will operate the vessel, is expected to use it for the transportation of raw materials, mainly coal and minerals, to increase the profitability and market attractiveness of its international routes.

HOLD SECTION
HOLD FRONT VIEW

