

LAKE KONPIRA

IMO No: 9515527 BULKER 2009 / 17018 GT

COMPANY:

Soki Kisen KK,
Japan

YARD INFORMATION:

Imabari Shipbuilding Co. Ltd.
(Japan) 722
Design: Imabari 28

DEMOLITION:



Singapore 3/2/2010 © S. Wiedner

2020: Renamed CONTINENTAL TAIGA.

2021: Renamed RIN TREASURE.



Named RIN TREASURE Lyttelton (N.Z.) 12/10/2021 © A. Calvert (S. Wiedner collection)

BASIC DATA:

GT: 17018
 DWT: 28338
 Loa: 169.37 (BB)
 Bmd: 27.20
 Draft: 9.82
 Engine: 1x oil MAN-B&W 6S42MC
 Power: 5850 kW
 Speed: 14.0 kn
 Cranes: 4x30.5t

OWNER & FLAG HISTORY:

RIN TREASURE since 01/08/2021
 CONTINENTAL TAIGA since 01/04/2020
 LAKE KONPIRA since 01/03/2009
 Flag Date of record Source
 Liberia since 01/04/2020
 Panama since 01/03/2009
 Registered owner Date of record Source
 CONTINENTAL TAIGA SHIPPING SA since 18/08/2021
 TWIN BRIGHT SHIPPING CO SA during 03/2009
 Ship manager Date of record Source
 TAMAR SHIP MANAGEMENT LTD since 27/04/2020
 SOKI KISEN KK since 27/04/2020
 WOOIL MARINE CO LTD since 01/10/2012
 JEBSEN PTC INC since 30/03/2009
 SOKI KISEN KK during 03/2009

EX-NAMES:

LAKE KONPIRA	2009-20	Twin Bright Shipping Co SA, Panama
CONTINENTAL TAIGA	2020-21	Continental Taiga Shipping SA, Liberia
RIN TREASURE	2021-	Continental Taiga Shipping SA, Liberia

GENERAL VESSEL INFORMATION:**2009:**

LAKE KONPIRA was named and launched, Saturday 14th February 2009 at Imabari Shipyard in Japan. Mr. Jean-Marc Scordia, CETRAGPA's Executive Vice-President and Business Department General Manager, Mr. Leslie Dryvers took part in this beautiful Ceremony. This 28 000 mt deadweight handysize, will be delivered end of March this year. The vessel is chartered by Cetrappa for a period of 7 years and forms part of Cetrappa's Handysize Fleet.

(www.lida.fr/press_release-50.html)

Imabari Shipbuilding has successfully built its 100th 28,000-dwt bulker. The builder delivered the 100th ship, the **LAKE KONPIRA**, at its Imabari head office plant, to Panama's Twin Bright Shipping on March 30.

With the delivery of the ship, Imabari has now become the second yard in Japan to break the three-digit barrier in terms of track record for identical vessels, thereby ushering it into the list of top-class yards in the world. The main particulars of the 28-type ship have not changed from the original specifications since its first unit was completed in 1990, leading Imabari to top the 100-unit level after 19 years.

Main particulars of the 28-type bulker have not changed since it was originally developed. The first of its type was a 28,450-dwt bulker, and the type it currently market as the vessel compliant with the Common Structural Rules (CSR) is a 28,050-dwt type. Imabari racked up modifications on the ship to cope with the new rules and amendment of regulations by the International Maritime Organization (IMO), but it still preserves the ship's original specifications formulated in the development stage.

The ship's main feature is its enhanced stevedoring efficiency as it has five holds, instead of four holds which was the main trend in 1988 when the ship was developed. The lengths of No.2 through No.4 holds are unified, thereby enabling loadings at two ports through the No.1-No.3-No.5 and No.2-No.4 hold combinations. Aside from being able to have full loads of wooden cargoes through ballast water-free operation, the ship also adopts strong hatch covers in consideration of loading container. Its deck crane is a 30.5-ton type usually mounted on Handymaxes.

Imabari built only a few units of the 28-type bulker annually from fiscal 1990 through fiscal 2000, but enjoyed a drastic rise in construction volume in/after fiscal 2001. In fiscal 2008, Imabari built 20 units, double the volume until that time.

(<http://www.globmaritime.com/news/shipbuilding-repair/imabari-builds-100th-28k-bulker.html>)