

**When you will read these lines, MV VOGERUNNER, a capesize bulkcarrier presently under construction at Namura Shipbuilding Co. Ltd., located at Imari City at Kyushu island, Japan, will have been delivered already to its new managing owners Messrs Bereederungs-gesellschaft H.Vogemann GmbH & Co. The complement of crew will consist of 22 and crewing has been entrusted to Uiteam Marine.**

The technical details of this 2nd largest vessel to be registered under German flag are quite impressive: LOA 289 m, beam 45 m, depth 24.40 m, draft 18 m, GT 89603, 9 cargo holds, tdw 176838 mt, lightship 21938 mt, displacement 198776 mt, powered by a 6 cylinder 2-stroke diesel main engine Mitsui MAN B&W 6S70MC Mark 6.



A little bit of history about the birthplace of our new building:

'Imari' is used as a synonym for Japanese porcelain and pottery. Porcelain production was originally developed in China, made its way to Korea and finally to Japan, when at the very beginning of the 16th century Korean artisans found kaolin, the necessary clay, in the vicinity of Arita, a city on the Southern island of Kyushu. Via the nearby port of Imari, the Imariware was exported to Europe by the famous Dutch East India Company (VOC) from 1653 to 1757. In 1675 the production

was moved from Arita to the secret village of Okawachiyama in Imari, hidden in a valley between 3 mountains and guarded against 'industrial espionage' by diligent guards in order to preserve the secret production technique. Here, for 300 years, porcelain was made for the Japanese emperors.

Imari is also famous for its beef, seafood and delicious fruits like kaki, apricots, cherries, apples, pears, grapes and all kinds of citrus fruits.

Work at the shipyard is incredibly well organised: Inspections, trials including sea trial and all other activities are scheduled well in advance, for a whole month or longer, and are precisely and reliably carried out. Workers wear colour-coded boiler suits - beige for technical staff, grey for new building supervisors, turquoise for shipyard's seamen (mooring duties etc.) - so everybody's responsibilities can easily be recognised. Even each shipyard crane identifies itself by playing a unique melody - an old German folksong as well as the yellow rose of Texas or the old McDonald had a farm - to warn about its movement. In the morning and after lunch the workers gather in teams to perform gymnastics before the start of work following an announcement and music via loudspeakers.

Until delivery of the vessel, new building supervisors (Japanese and German) and crew members are accommodated at the shipyard's guesthouse, where they receive breakfast and dinner whereas lunch is served at the yard as 'bento', i.e. a lunchbox containing a variety of Japanese dishes and delicious Japanese rice.



We like to thank the staff of Namura Shipbuilding for their kindness, professionalism and excellent cooperation during construction and delivery period of MV VOGERUNNER!

*Capt. Birte Jessen*