

MARINE PROPULSION MACHINERY

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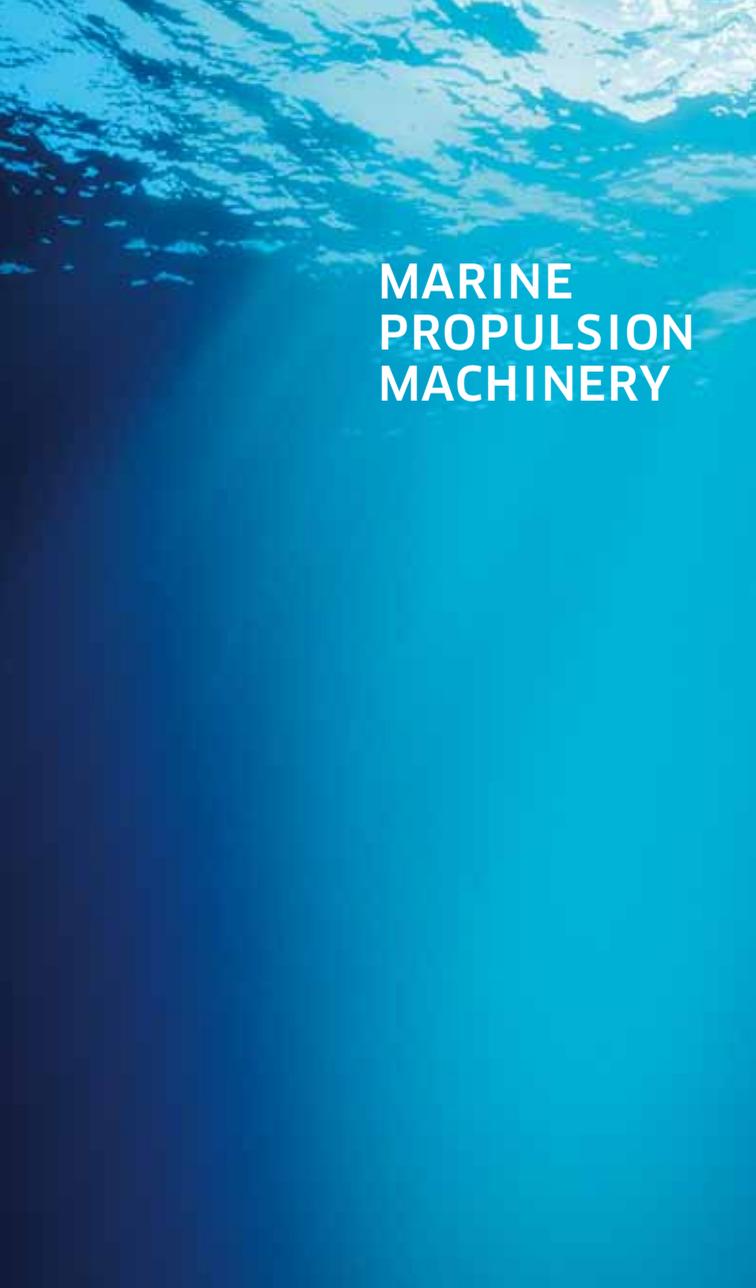
Kawasaki Heavy Industries, Ltd.

Gas Turbine & Machinery Company Machinery Division

14-5, Kajgan 1-chome, Minato-ku, Tokyo 105-8315, Japan

Tel: +81-3-3435-2374 Fax: +81-3-3435-2022

<http://global.kawasaki.com/en/>



**MARINE
PROPULSION
MACHINERY**

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For purposes of improvement, the product specifications contained in this catalog are subject to change without prior notice.

Our Business

Through diverse business activities, Kawasaki will continue providing solutions for the issues facing our customers and society.

Together with 100 group companies in Japan and overseas, Kawasaki Heavy Industries oversees a group of technology-based corporations.

We use our technological capabilities, refined over more than a century, to produce a diverse range of products that are used on land, sea and air, from the depths of the ocean to the deepness of space.

We engage in wide-ranging businesses driven by diverse and high-level engineering technologies, including aerospace, rolling stock, ship and offshore structures, and energy solutions, as well as environmental and recycling plants, industrial plants, precision machinery, industrial robots, and infrastructure equipment.

Finally, we operate our leisure and power products business including the production of motorcycles that are built on the Kawasaki brand.

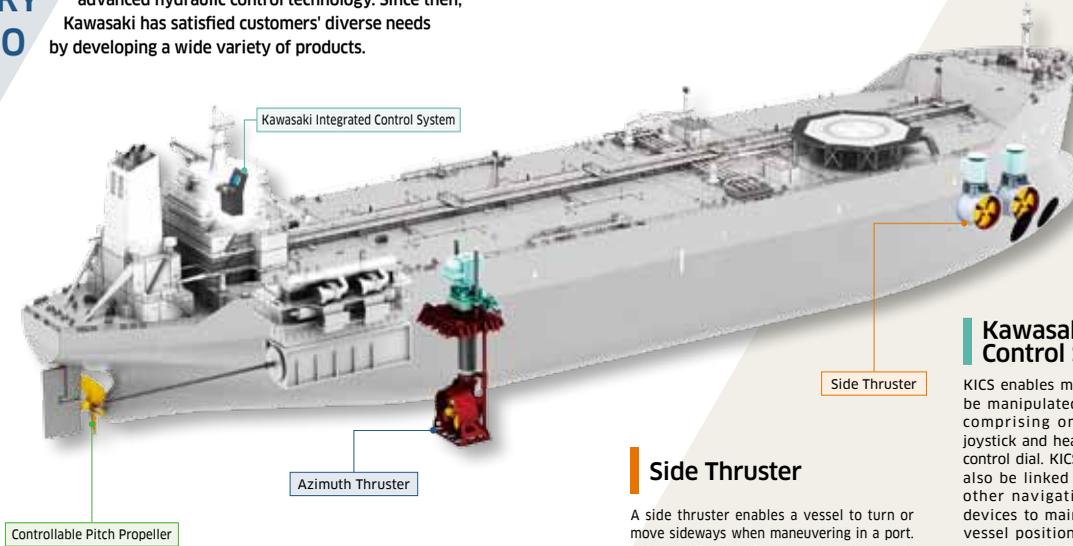
Through the development of a broad range of unique, unmatched businesses, we will continue to create new values that solve the issues facing our customers and society.

Powering your potential



MARINE PROPULSION MACHINERY PORTFOLIO

In 1956, Kawasaki started manufacturing controllable-pitch propellers based on technologies earned over 100 years of experience in shipbuilding, as well as advanced hydraulic control technology. Since then, Kawasaki has satisfied customers' diverse needs by developing a wide variety of products.



Controllable Pitch Propeller

A controllable pitch propeller is a screw propeller with a controllable blade angle (pitch). This propeller is environment-friendly and economical, since it enables a vessel to operate with optimal fuel efficiency, and makes it easy to control ship speed. Kawasaki has delivered a number of CPPs for use on naval escorts, which require the most robust, reliable and propulsive-efficient designs.



Azimuth Thruster (REPELLER™)

Rexpeller is an azimuth thruster that can steer its propeller in any direction over a 360° range. It enables autopilot and dynamic positioning by working with navigational devices and positioning systems.



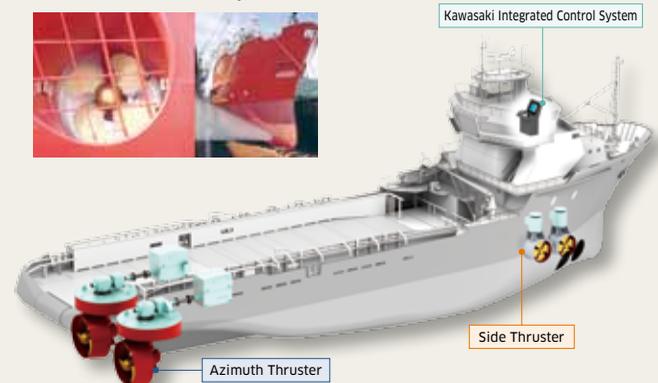
Kawasaki Integrated Control System (KICS™)

KICS enables multiple vessel devices to be manipulated with a simple system comprising only a joystick and heading control dial. KICS can also be linked with other navigational devices to maintain vessel position and set automatic pilot.



Side Thruster

A side thruster enables a vessel to turn or move sideways when maneuvering in a port. It is used for heading control and dynamic positioning to provide outstanding maneuverability. Side thrusters are built tough enough to withstand long periods of continuous operation in vessels outfitted with DP systems.





AZIMUTH THRUSTER (REPELLER™)

Rexpeller is the name of Kawasaki's line of azimuth thruster. A fully azimuth-steerable thruster, the Rexpeller functions as both a propulsor and a rudder.

Azimuth thruster **REXPPELLER**

Since 1975, Kawasaki has been a leading supplier of azimuth thrusters, providing the Rexpeller for a wide array of vessels, from tugboats to cable layers and other workboats, as well as offshore vessels like drillships and supply boats.

Able to rotate the propeller 360 degrees to generate thrust in any direction, the Rexpeller offers excellent maneuverability without using rudders and maintains superior positional accuracy. The crash astern operation with the Rexpeller significantly shortens a vessel's stopping distance.



Excellent maneuverability through dynamic 360-degree rotation

■ Extensive product line up

Wide range of input power to meet virtually any vessel specifications
Input power: up to 6,500 kW

■ Powerful thrust

High-efficiency duct (kort nozzle), small pod and large-diameter propeller generate stronger bollard thrust.

■ Low vibration and low noise

Adaptation of the skewed propeller and optimized design stiffness minimize vibration and noise.

■ Easy installation and maintenance

Compact design with built-in clutch and hydraulic components

■ Built lightweight but robust

Optimized component design with the latest in finite element method (FEM) analysis.

■ Available with controllable pitch propeller (CPP) or fixed pitch propeller (FPP)

■ Can be installed with either L or Z drive configuration

■ Control unit

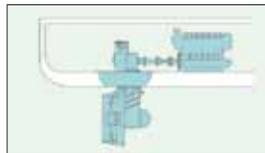
Easy operation for highly accurate control. Works with navigational devices and positioning system to enable autopilot and dynamic positioning.

Can be coupled to protective devices such as automatic load control (ALC) and overload protection (OLP) systems (for CPP).

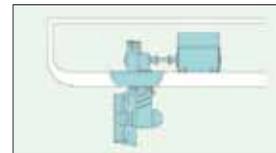
■ Shockless hydraulic clutch

Reduces the shock of on/off type clutch engagement by automatically controlling the hydraulic oil flow rate. <Option>

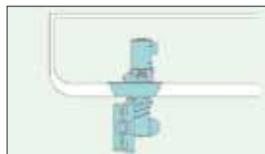
The slipping clutch allows for more fine-tuned vessel operation.



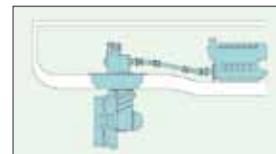
Z-drive
with diesel engine



Z-drive
with horizontal motor



L-drive
with vertical motor



Offset arrangement
with diesel engine

Standard Type

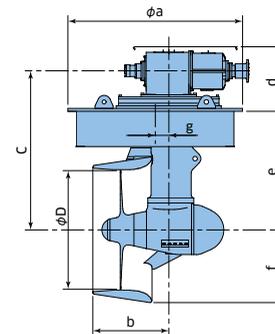
A standard type of Rexpeller. This can be used for a wide variety of vessels, including tugboats and offshore support vessels.

Features

- Wide line-up
- Easy installation

Installation

Two types of unit are available: top-mounting and bottom-mounting.

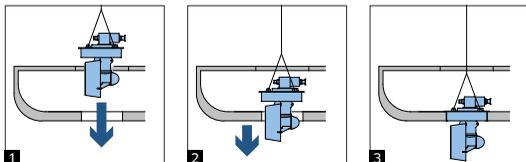


| Model | Drive | Input Power PS (kW) | Input Shaft speed (min ⁻¹) | Bollard Pull (ton) | Dry Mass (ton/unit) |
|---------------|---------|---------------------------|--|-----------------------|------------------------|
| KST-92ZF | Z-drive | 550 (410) | 1,200-2,100 | 15 | 4.0 |
| KST-115ZF(ZC) | Z-drive | 800 (590) | 900-1,800 | 21 | 6.5 |
| KST-130ZF(ZC) | Z-drive | 1,200 (880) | 750-1,800 | 31 | 10.0 |
| KST-145ZF(ZC) | Z-drive | 1,400 (1,030) | 750-1,800 | 36 | 12.5 |
| KST-165ZF(ZC) | Z-drive | 1,850 (1,360) | 750-1,800 | 50 | 16.5 |
| KST-180ZF(ZC) | Z-drive | 2,200 (1,620) | 750-1,800 | 60 | 22 |
| KST-200ZF(ZC) | Z-drive | 2,610 (1,920) | 750-1,800 | 67 | 27 |
| KST-220ZF(ZC) | Z-drive | 3,200 (2,350) | 600-1,200 | 84 | 34 |
| KST-240ZF(ZC) | Z-drive | 4,080 (3,000) | 600-1,200 | 106 | 50 |
| KST-280ZF(ZC) | Z-drive | 5,170 (3,800) | 600-1,200 | 136 | 80 |
| KST-320ZF(ZC) | Z-drive | 6,120 (4,500) | 600-1,200 | 162 | 105 |

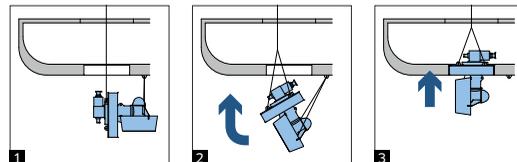
The bollard pull value is the total of two thrusters under a load of 110% of the continuous rated input. "ZF" indicates the FPP type, and "ZC" the CPP type.

| Model | Dimensions(mm) | | | | | | | |
|---------------|----------------|-------|-------|-------|-------|-------|-------|-----|
| | φD | φa | b | c | d | e | f | g |
| KST-92ZF | 1,150 | 1,970 | 723 | 1,495 | 1,470 | 1,205 | 707 | 300 |
| KST-115ZF(ZC) | 1,350 | 2,300 | 848 | 1,710 | 1,480 | 1,370 | 829 | 300 |
| KST-130ZF(ZC) | 1,600 | 2,430 | 1,005 | 2,010 | 1,500 | 1,610 | 983 | 335 |
| KST-145ZF(ZC) | 1,750 | 2,700 | 1,123 | 2,205 | 1,520 | 1,765 | 1,080 | 360 |
| KST-165ZF(ZC) | 2,100 | 3,170 | 1,235 | 2,849 | 1,470 | 2,135 | 1,305 | 360 |
| KST-180ZF(ZC) | 2,200 | 3,170 | 1,343 | 2,710 | 1,410 | 2,170 | 1,350 | 450 |
| KST-200ZF(ZC) | 2,400 | 3,460 | 1,475 | 3,030 | 1,210 | 2,400 | 1,475 | 240 |
| KST-220ZF(ZC) | 2,700 | 4,100 | 1,735 | 3,290 | 1,520 | 2,650 | 1,660 | 575 |
| KST-240ZF(ZC) | 3,000 | 4,500 | 1,900 | 3,860 | 1,850 | 2,930 | 1,840 | 700 |
| KST-280ZF(ZC) | 3,500 | 5,250 | 2,217 | 4,503 | 2,158 | 3,418 | 2,147 | 817 |
| KST-320ZF(ZC) | 3,800 | 5,700 | 2,407 | 4,889 | 2,343 | 3,711 | 2,331 | 887 |

< Top-mounting type >



< Bottom-mounting type >



Underwater Mounting Rexpeller

With special lifting procedures, this type allows underwater mounting and dismounting without dry-docking. These are large azimuth thrusters that can be mounted directly to the hull.

The underwater mounting Rexpeller is the perfect solution for drillships, semi-submersible rigs, FPSO units and other offshore vessels.

Features

- Safe, easy installation
- No dry-docking required for thruster maintenance

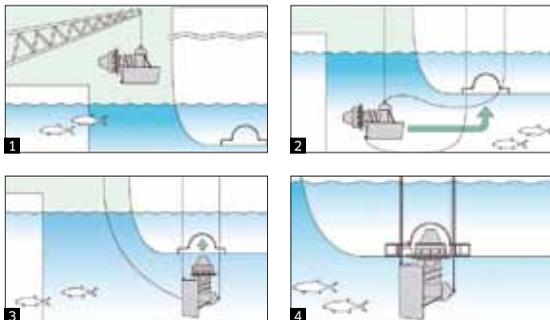
Installation

An azimuth thruster suspended by wires is lowered into the water and then lifted with other wires extended from the hull.



| Model | Drive | Input Power (kW) | Input Shaft Speed (min ⁻¹) | Dry Mass (ton/unit) | Propeller Diameter (mm) |
|-------------|---------|------------------|--|---------------------|-------------------------|
| KST-280LF/U | L-drive | 3,800 | 600-750 | 60 | 3,500 |
| KST-320LF/U | L-drive | 4,500 | 600-750 | 68 | 3,800 |
| KST-360LF/U | L-drive | 5,500 | 600 | 92 | 4,200 |
| KST-400LF/U | L-drive | 6,500 | 600 | 113 | 4,500 |

< Installation >



Retractable Rexpeller

This retractable azimuth thruster can be used as an auxiliary propeller for dynamic positioning or emergency propulsion. This type of Rexpeller can dramatically cut water resistance by retracting itself into the hull. The retractable Rexpeller is ideal for vessels that need to maintain an exact position such as shuttle tankers, supply boats and research ships.

Features

- The propeller retracts into the hull to enable a vessel to easily maneuver in shallow waters.
- The bottom cover plate is designed to fit flush with the surface of the hull when fully retracted to reduce ship resistance.

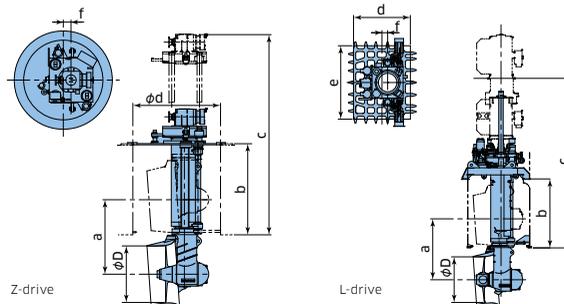
How It Works

Hydraulic lifting and lowering is controlled with a button located on the bridge or in the machine room.



| Model | Drive | Input Power (kW) | Input Shaft Speed (min ⁻¹) | Dry Mass (ton/unit) | Dimensions (mm) | | | | | | |
|-----------------|---------|------------------|--|---------------------|-----------------|-------|-------|--------|-------|-------|-----|
| | | | | | φD | a | b | c | d | e | f |
| KST-115ZF/R | Z-drive | 590 | 1,200-1,800 | 13 | 1,350 | 1,780 | 2,259 | 5,037 | 2,460 | — | 220 |
| KST-130ZF/R | Z-drive | 820 | 1,600 | 15 | 1,600 | 2,110 | 2,574 | 5,675 | 2,460 | — | 220 |
| KST-180LF(LC)/R | L-drive | 1,620 | 600-900 | 40 | 2,150 | 2,900 | 3,280 | 8,056 | 2,738 | 3,440 | 264 |
| KST-220LF(LC)/R | L-drive | 2,200 | 600-900 | 58 | 2,550 | 3,400 | 3,804 | 9,472 | 3,178 | 4,100 | 313 |
| KST-240LF(LC)/R | L-drive | 3,000 | 600-750 | 88 | 2,800 | 3,800 | 4,285 | 10,459 | 3,770 | 4,510 | 253 |

*ZF and "LF" mean the FPP type, and "LC" means the CPP type.



Container Type Rexpeller

The design is almost as same as that of the retractable type. This type has its drive source (electric motor) inside the container, which allows for easy mounting and dismounting on location.

Container type Rexpeller azimuth thrusters are ideal for crane vessels and research ships.

Features

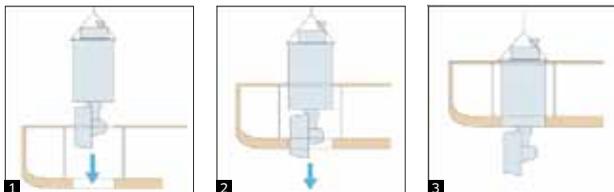
- Easy installation and removal
- The ability to stow the retractable model's propeller into the hull makes it ideal for vessels operating in shallow waters.

Installation

The container-type Rexpeller is installed from above via an opening that extends from the deck to the hull.



< Installation >



Swing-up Rexpeller

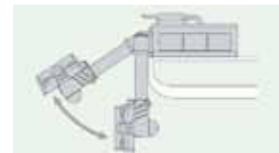
The propeller part swings up, for example, when a vessel is operated in the shallow water.

Features

- Docking is easy since the propeller can be angled upward so that it doesn't protrude below the hull.
- The propeller can even be inspected while a ship is in the water.

How It Works

Installed at the stern, the thruster can be pivoted above the keel when docking.



Mechapod

The Mechapod is an azimuth thruster with an open propeller whose prime mover is located in board.

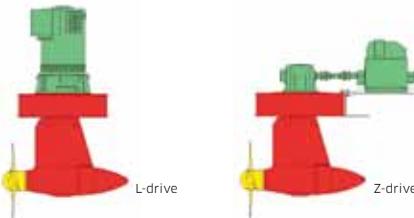
The Mechapod is ideal for fast vessels like tankers and fishing boats.

Features

- The open propeller design enables high speed operation and superior maneuverability.

Installation

The Mechapod can be installed either with a vertical electric motor (L-drive) or a horizontal electric motor (Z-drive) as shown in the illustration below.





CONTROLLABLE PITCH PROPELLER

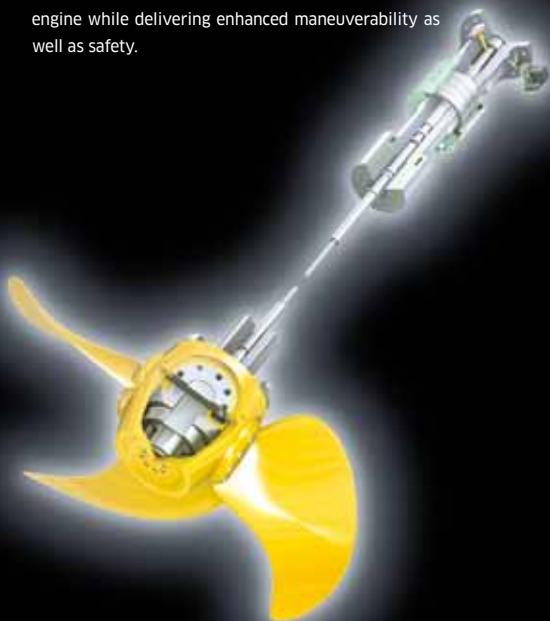
A controllable pitch propeller is a screw propeller with a controllable blade angle (pitch). Changing the pitch enables the propeller to create either forward or backward thrust without having to change engine direction or speed.

CONTROLLABLE PITCH PROPELLER

Kawasaki began the manufacture of controllable pitch propellers in 1956 through a licensing agreement with Escher Wyss & Co. (Switzerland). Since then, these controllable pitch propellers have been widely adopted for many kinds of vessels. Today, Kawasaki is one of the world's leading manufacturers with sophisticated technology and rich experience in this field.

The ability to control pitch according to specific load and marine conditions enables you to maximize engine performance. A controllable pitch propeller enables a vessel to operate with optimal fuel efficiency, making it energy-saving, environmentally friendly and economical.

It also makes it easy to control speed and quickly bring a vessel to a standstill without reversing the engine while delivering enhanced maneuverability as well as safety.



Half a century of experience in powering global marine transportation

■ Extensive product line up

Wide range of input power to meet virtually any vessel specifications. Input power: 1,000 - 50,000 kW

■ High reliability

Reliable design based on a solid foundation of marine technology and manufacturing expertise gained through decades of experience.

■ High performance

Low vibration, low noise, high efficiency and excellent cavitation performance.

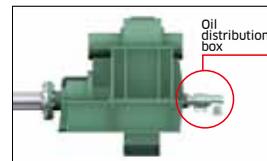
■ Various control programs

Extensive line of control devices for automatic load control (ALC), overload protection (OLP) and more.

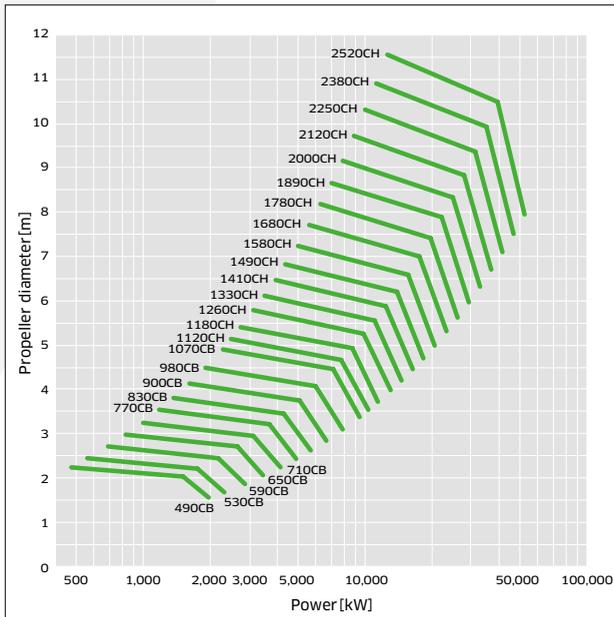
■ Hydraulic unit

Inboard hydraulic pitch control equipment is neatly packaged into a compact, all-in-one, space-saving unit.

■ Gear box mounting oil distribution box (Option)



Selection Diagram



Propeller Hub

| Model | Hub Diameter (mm) | Dimensions(mm) | | |
|--------|-------------------|----------------|-----|----------|
| | | a | b | ϕc |
| 490CB | 490 | 535 | 285 | 490 |
| 530CB | 530 | 585 | 315 | 530 |
| 590CB | 590 | 650 | 350 | 590 |
| 650CB | 650 | 715 | 380 | 650 |
| 710CB | 710 | 780 | 420 | 710 |
| 770CB | 770 | 715 | 427 | 680 |
| 830CB | 830 | 770 | 460 | 733 |
| 900CB | 900 | 835 | 500 | 790 |
| 980CB | 980 | 910 | 545 | 860 |
| 1070CB | 1,070 | 990 | 595 | 940 |
| 1120CH | 1,120 | 970 | 435 | 995 |
| 1180CH | 1,180 | 1,020 | 455 | 1,025 |
| 1260CH | 1,260 | 1,085 | 485 | 1,065 |
| 1330CH | 1,330 | 1,150 | 515 | 1,155 |
| 1410CH | 1,410 | 1,220 | 545 | 1,220 |
| 1490CH | 1,490 | 1,285 | 575 | 1,290 |
| 1580CH | 1,580 | 1,365 | 610 | 1,370 |
| 1680CH | 1,680 | 1,450 | 650 | 1,457 |
| 1780CH | 1,780 | 1,535 | 685 | 1,544 |
| 1890CH | 1,890 | 1,630 | 730 | 1,640 |
| 2000CH | 2,000 | 1,725 | 770 | 1,735 |
| 2120CH | 2,120 | 1,830 | 815 | 1,840 |
| 2250CH | 2,250 | 1,940 | 870 | 1,955 |
| 2380CH | 2,380 | 2,055 | 920 | 2,065 |
| 2520CH | 2,520 | 2,175 | 970 | 2,190 |

Oil Distribution Box

| Model | Shaft Diameter (mm) | Dimensions(mm) | | Maximum Flow Rate (l/min) | Rated Pressure (MPa) |
|-----------------------------------|---------------------|----------------|-----|---------------------------|----------------------|
| | | g | h | | |
| For CB Model Propeller Hub | | | | | |
| 180RU | 225 | 605 | 230 | 70 | 4.9 |
| 230RU | 285 | 673 | 280 | 130 | 4.9 |
| 290RU | 355 | 850 | 350 | 170 | 4.9 |
| 320RU | 395 | 924 | 375 | 240 | 4.9 |
| For CH Model Propeller Hub | | | | | |
| 230RH | 285 | 990 | 266 | 90 | 15 |
| 290RH | 355 | 1,180 | 330 | 125 | 15 |
| 320RH | 390 | 1,230 | 360 | 150 | 15 |
| 360RH | 440 | 1,320 | 400 | 190 | 15 |
| 400RH | 490 | 1,430 | 450 | 240 | 15 |
| 450RH | 550 | 1,670 | 530 | 300 | 15 |
| 510RH | 625 | 1,800 | 580 | 390 | 15 |
| 570RH | 695 | 2,045 | 660 | 480 | 15 |

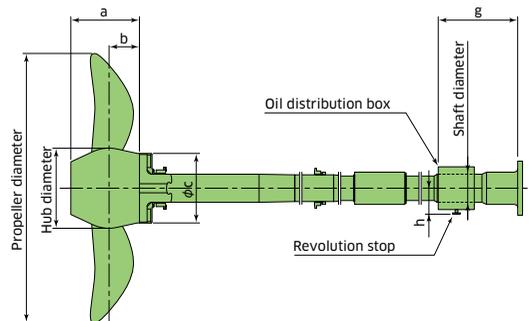
Performance of the Manufacturing World's Largest Controllable Pitch Propeller



11 meter diameter, 3 bladed
HOEI MARU
NIPPO KISEN CO., LTD.
280,000 DWT ORE/COAL CARRIER
11,550 kW at 45min⁻¹



9.15 meter diameter, 5 bladed
CHISHIROGAWA MARU
KAWASAKI KISEN KAISHA, LTD.
224,660 DWT BULK CARRIER
12,330 kW at 52.8min⁻¹



Other specifications may be available. Please contact us to inquire.

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SIDE THRUSTER

A side thruster is a propulsion device mounted to a ship's bow or stern. It enables a vessel to turn or move sideways when maneuvering in a port and is used for heading control and dynamic positioning with outstanding maneuverability.

SIDE THRUSTER

Since 1965, when Kawasaki started manufacturing side thrusters, they have been adopted as a motive force and well received for use in just about every kind of marine vessel, from cargo carriers and ferries to offshore ships.

Kawasaki side thrusters, developed by applying extensive world-class performance, contribute to the global shipping and maritime industry.

Our side thrusters are designed to achieve smooth, cost-efficient and safe offshore operation when entering and leaving ports or in narrow waterways thanks to safe maneuverability and a dynamic positioning system.



Compact design, high power capacity and wide lineup, enabling various maneuvers

Extensive product line up

Wide range of input power to meet virtually any vessel specifications
Input power: up to 4,000 kW

Compact design

The side thruster can be installed closer to the vessel's fore and aft end, increasing the distance between the thruster and the vessel's center of gravity and thus increasing the vessel's turning moment.

Low vibration and low noise

A skewed propeller design and vortex eliminator minimize vibration and noise.

Easy maintenance

Thruster or propeller blades can be removed inside the tunnel for easy inspection and maintenance.

Can be linked to any prime mover

Can be used with virtually any type of motor, including a 60 Hz or 50 Hz electric motor, engine, or hydraulic motor

Can be integrated with a dynamic positioning system (DPS)

Built tough enough to withstand long periods of continuous operation in vessels outfitted with a DPS

Low noise double wall tunnel (optional)

Double tunnel structure made of special material reduces thruster noise

Remote controller variations

- Portable controller for Wing
- Panel for Wing
- Touch-screen controller (Enables several thrusters to be controlled on one screen)



Touch-screen remote controller





KAWASAKI INTEGRATED CONTROL SYSTEM (KICS™)

KICS is an integrated control system for operating multiple propulsion devices, such as controllable pitch propellers, azimuth thrusters, side thrusters and rudders.

Kawasaki Integrated Control System **KICS**

The Kawasaki Integrated Control System (KICS) is a state-of-the-art control system based on Kawasaki's wide range of control technologies developed for the manufacture of aircraft. The system's extensive applications include ferries, supply boats, cable layers and fishing boats.

KICS allows not only integrated operation of multiple vessel devices using only a joystick and a heading control dial but also route tracking for automatic navigation on a set ocean route, as well as a dynamic positioning system that automatically maintains a vessel's position and direction.

Automatically determining optimum blade and rudder angles and the number of revolutions optimizes the performance of the vessel and reduces fuel consumption.



Easy Fingertip Control

Advanced control technology

An advanced control system based on the combination of state-of-the-art control technologies in the aviation industry and beyond.

Optimum system design

A total system design that incorporates years of engineering experience and technological expertise in shipbuilding, propulsion, and control systems.

Optimization of vessel operation

Improvement in efficiency and energy saving through unitary management and optimized control of vessel devices.

Support as a propulsion system

Total support including the provision of propulsors utilizing Kawasaki's wealth of experience and expertise in design and manufacturing of vessel propulsion units.

| Model | KICS-1000 | KICS-1500 | KICS-4500 | KICS-5000 |
|--------------------------------|-----------|-----------|-----------|-----------|
| Integrated Control Mode | ○ | ○ | ○ | ○ |
| Individual Control Mode | ○ | ○ | ○ | ○ |
| Automatic Heading | ○ | ○ | ○ | ○ |
| Selection of Turning Actuators | ○ | ○ | ○ | ○ |
| Individual Thruster Dial | ○ | ○ | ○ | ○ |
| Dynamic Positioning | × | × | ○ | ○ |
| Route Tracking | × | × | × | ○ |





DELIVERY RECORDS

SHUTTLE TANKER



JASMINE KNUITSEN

Samsung Heavy Industries Co., Ltd. /
Knutsen NYK Offshore Tankers AS

CPP: 2000CH/570RH × 1 unit/vessel
Retractable type Rexpeller: KSRT-220LC/B × 2 units/vessel
Side thruster: KT-255B3 × 1 unit/vessel

LNG CARRIER



SUN ARROWS

Kawasaki Heavy Industries, Ltd. /
Hiroshima Gas Co., Ltd.

CPP: 1680CH/400RH × 1 unit/vessel

DRILLSHIP



CHIKYU

Mitsui Engineering & Shipbuilding Co., Ltd. /
JAMSTEC (Japan Agency for Marine-Earth Science and Technology)

Rexpeller: KST-320LF/A × 2 units/vessel
Retractable type Rexpeller: KSRT-320LF/AC × 4 units/vessel
Side thruster: KT-255B3F × 1 unit/vessel

ROPAX roll-on / roll-off passenger



ISHIKARI

Mitsubishi Heavy Industries, Ltd. /
Taiheiyo Ferry Co., Ltd.

CPP: 1410CH/400RH × 2 units/vessel
Side thruster: KT-130B3 × 3 units/vessel



PCTC pure car / truck carrier

NEPTUNE ODYSSEY

Hyundai Mipo Dockyard Co., Ltd./
Neptune Lines Shipping &
Managing Enterprises S.A.

CPP: 1580CH5/450RH × 1 unit/vessel



SUBMARINE CABLE LAYER

HOKUTO

Japan Marine United Corporation /
Ipponmatsu Transport Co., Ltd.

Rexpeller: KST-200ZF/B1 × 2 units/vessel
KST-165LF/A × 4 units/vessel
KICS: KICS-5000



CONRO container / RORO

EUROCARGO BARI

Hyundai Mipo Dockyard Co., Ltd./
Grimaldi Group

CPP: 1780CH/510RH × 1 unit/vessel
Side thruster: KT-130B3 × 2 units/vessel
KT-88B3 × 1 unit/vessel



AHT anchor handling tug

PACIFIC EXCELLENT

PRM Offshore Heavy Industries Pte Ltd./
Pacific Richfield Marine Pte Ltd.

Rexpeller: KST-240ZC/B × 2 units/vessel
Side thruster: KT-88B3 × 2 units/vessel
KICS: KICS-1000



From Kawasaki to the World.



Main Office Kawasaki Heavy Industries, Ltd.

1 Kobe Works

Marine Machinery Dept.

1-1, Higashi-Kawasaki-cho
3-chome, Chuo-ku, Kobe 650-
8670, Japan

Parts Sales Section

Tel: +81-78-682-5321
Fax: +81-78-682-5549

E-mail: marine-machinery-sales-e@
khi.co.jp

2 Tokyo Head Office

Marine Machinery Dept.

14-5, Kaigan 1-chome, Minato-
ku, Tokyo 105-8315, Japan

Overseas Sales Section

Tel: +81-3-3435-2374
Fax: +81-3-3435-2022

Parts Sales Section

Tel: +81-3-3435-2368
Fax: +81-3-3435-2022
E-mail: marine-machinery-sales-e@
khi.co.jp

Regional Key Contact Point

3 The Netherlands, Amsterdam

**Kawasaki Heavy Industries
(Europe) B.V.**

6th Floor, EurocenterII Barbara
Strozzilaan 336-388, 1083 HN
Amsterdam, The Netherlands

Tel: +31-20-6446869
Fax: +31-20-6425725

E-mail: diesel@keb.nl

5 Singapore

**Kawasaki Heavy Industries
(Singapore) Pte. Ltd.**

6 Battery Road #23-01, Singapore
049909

Tel: +65-6225-5133
Fax: +65-6224-9029

E-mail: cs3_info@khi.co.jp

4 China, Hong Kong

**Kawasaki Heavy Industries
(H.K.) Ltd.**

Room 3710-14, Sun Hung Kai Center,
30 Harbor Road, Wanchai Hong Kong,
People's Republic of China

Tel: +852-2522-3560
Fax: +852-2845-2905

E-mail: khi_hk@khihk.com.hk

6 Brazil, Rio de Janeiro

**Kawasaki Machinery
do Brasil Maquinas e
Equipamentos Ltda.
(Rio de Janeiro Office)**

Rua Voluntarios da Patria, 45-Sala
1106, Botafogo, 22270-000, Rio de
Janeiro, RJ, Brazil

Tel: +55-21-2226-3938
Fax: +55-21-2225-3613

E-mail: service@kawasakijuko.
com.br

Overseas Office

7 China, Beijing

**Kawasaki Heavy Industries
Management (Shanghai), Ltd.
Beijing Branch**

Room 2602, China World Office 1,
No.1, Jian Guo Men Wai Avenue,
Beijing 100004, People's Republic of
China

Tel: +86-10-6505-1350
Fax: +86-10-6505-1351

8 China, Shanghai

**Kawasaki Heavy Industries
Management (Shanghai)
Co., Ltd.**

10F, Chong Hing Finance Center,
288 Nanjing Road West,
Huangpu District, Shanghai
200003, People's Republic of China

Tel: +86-21-3366-3100
Fax: +86-21-3366-3108



**9 Taiwan, Taipei
Taipei Office**

15th Floor, Fu-Key Bldg.,
99 Jen-Ai Road, Section 2, Taipei,
Taiwan

Tel: +886-2-2322-1752
Fax: +886-2-2322-5009

**10 India, Delhi
Kawasaki Heavy Industries
(India) Pte. Ltd.**

5th Floor, Meridien Commercial
Tower, 8 Windsor Place, Janpath
New Delhi, 110001 India

Tel: +91-11-4358-3531
Fax: +91-11-4358-3532

**11 Russia, Moscow
Moscow Office**

Office 1206 (12th Floor), Entrance 3,
Krasnopresnenskaya nab.12, 123610,
Moscow, Russian Federation

Tel: +7-495-258-2115
Fax: +7-495-258-2116

**12 USA, New York
Kawasaki Heavy Industries
(USA), Inc.**

60 East, 42nd Street, Suite 2501,
New York, NY, 10615 U.S.A.

Tel: +1-917-475-1195
Fax: +1-917-475-1392

**13 USA, Houston
Kawasaki Heavy Industries
(USA), Inc. Houston Branch**

333 Clay Street, Suite 4310,
Houston, TX 77002-4109, USA

Tel: +1-713-654-8981
Fax: +1-713-654-8187

**14 UAE, Dubai
Kawasaki Heavy Industries
Middle East FZE**

Dubai Airport Free Zone, Bldg. W6,
Block-A, Office No.709, P.O.Box
54878, Dubai, UAE

Tel: +971-4-214-6730
Fax: +971-4-214-6729

**15 Brazil, São Paulo
Kawasaki do Brasil Indústria
e Comércio Ltda.**

Avenida Paulista, 542-6 Andar, Bela
Vista, 01310-000,
São Paulo, S.P., Brazil

Tel: +55-11-3289-2388
Fax: +55-11-3289-2788

Service Station

- 16 Germany, Ravensburg
Andritz Hydro GmbH
- 17 Germany, Wilhelmshaven
**Turbo-Technik Reparatur-
Werft GmbH & Co. KG**
- 18 The Netherlands, Zaltbommel
Promac BV
- 19 The Netherlands, Rotterdam
Wetering Rotterdam
- 20 The Netherlands, Ridderkerk
**Nabmic b.v. Netherlands
(Remote Control System)**
- 21 Singapore
**Polestar Marine Engineering
Pte. Ltd.**
- 22 Singapore
**Nabtesco Marine Service
Singapore Pte Ltd.
(Remote Control System)**
- 23 Korea, Busan
Hasung Marine Corp.
- 24 Korea, Busan
Jonghap Maritime Inc.
- 25 Korea, Busan
Plus Engineering Co., Ltd.
- 26 China, Shanghai
**Shanghai Wenyuan Marine
Equipment Co., Ltd.**
- 27 China, Dalian
**Dalian Wanfang Marine
Technology Co., Ltd.**
- 28 China, Qingdao
**WinKong Marine
Engineering Co., Ltd.**
- 29 India, Mumbai
Ind-Aust Maritime Pvt.Ltd.
- 30 USA, Seattle
NW Propeller Operations, Inc.
- 31 UAE, Dubai
**Albwardy Marine
Engineering L.L.C**
- 32 UAE, Sharjah
**Technology Ventures Middle
East FZC**
- 33 Brazil, Rio de Janeiro
**Naproservice Offshore
Estaleiros do Brasil Ltda.**
- 34 Brazil, Itajai SC
Detroit Brasil Ltda.
- 35 Brazil, Santos
Metalock Brasil Ltda.
- 36 Namibia, Walvis Bay
**Stone Marine Services
Namibia (Pty) Ltd.**