



PRESS RELEASE

DACC Tirreno delivered in Japan, the first Supramax vessel of the dACC Maritime Limited fleet resulting from the joint venture between the Coeclerici and d'Amico Groups

The delivery of three other sister vessels is planned in September 2015 and in the second half of 2016

26 March – The DACC Tirreno was delivered today at the Oshima shipyard in Nagasaki, Japan, the first of the four Supramax vessels belonging to the **dACC Maritime Limited** fleet, the joint venture established by the Coeclerici and d'Amico Groups in June 2013.

With a deadweight tonnage of 60 thousand and measuring 200 metres long and 32.26 metres wide, the design of the DACC Tirreno stands out on the international shipbuilding market and meets the highest requirements in terms of safety, environmental protection, quality and efficiency.

The naming ceremony and delivery was attended by Cesare d'Amico, Chief Executive Officer of d'Amico Società di Navigazione S.p.A, Paolo Clerici, Chairman and Chief Executive Officer of Coeclerici S.p.A., Nobuyuki Minami, Chairman of Oshima Shipbuilding Co.Ltd. and the representatives of Banchemo & Costa S.p.A and Sumitomo Corporation.

Laura Clerici, wife of Giacomo Clerici and daughter-in-law of Chairman Paolo Clerici, was chosen as godmother of the vessel. After the ceremonial words were spoken, she was the one who cut the traditional ribbon and the champagne bottle tied to the same was smashed against the ship, officially christening the DACC TIRRENO whose name recalls the historical ship Tirreno, the first of the Coeclerici fleet purchased by Alfonso Clerici in 1911.

The delivery of the second sister ship is expected in September, while the third and fourth will be delivered in the second half of 2016.

"We are pleased to see the first vessel of this Italian shipping project in partnership with Coeclerici 'at sea'," stated Cesare d'Amico, Chief Executive Officer of d'Amico Group. "We started along this path together two years ago with the aim of investing in eco-friendly, safe, innovative and highly-profitable vessels to place on the market, taking advantage of synergies in terms of experience, expertise and professionalism of the two companies. Today, the DACC Tirreno is an excellent summary of this joint effort."

"We are extremely satisfied with this first milestone," stated Paolo Clerici, Chairman and Chief Executive Officer of Coeclerici S.p.A. "The vessel DACC Tirreno delivered today, as well as the other three vessels on their way, stands out on the international shipbuilding market in the Supramax category and we believe that, today more than ever, investing with a focus on quality, technology and innovation is rewarding and represents the true competitive advantage on complex international markets such as those at present."

The construction and technical management of the DACC Tirreno and the next three vessels that will become a part of the **dACC Maritime Limited** fleet were entrusted to the d'Amico Group, which will operate through the subsidiary Ishima Ship Management Pte Ltd of



Singapore, also responsible for the supervision of the construction. The chartering and operations desks of the d'Amico Group will manage the commercial activities.

The vessel is unique due to its innovation and safety, and is equipped with important technological “upgrades” compared to the base model, which make it highly specialized and flexible from a technical and commercial standpoint.

In terms of energy savings and consumption, the vessel is equipped with a latest generation Man/B&W ME engine, electronic controlled with low rpm, which, combined with other innovative solutions regarding the hull and the propeller, will allow to reach a cruising speed of around 14.5 knots by a daily fuel consumption of approximately 25 tonnes translated into savings of around 6/7 tonnes of fuel compared to similar modern vessels that are currently operational.

As further confirmation of the attention dedicated to the environment by Coeclerici and d'Amico, with regard to both possible marine contamination and harmful emissions, the ship is equipped with compartments dedicated to the recovery and treatment of water used to wash the cargo holds. Additionally the vessels have all construction features intended for the achievement of **ENVIRO** (certification of double plated oil and fuel deposits) and **GP** (certificate indicating the lack of harmful materials for the environment or contaminants in construction) **certification**.

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