FERRY MISHIMA 1,859 GT Car and Passenger Ferry 3

Naikai Zosen Corporation

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FERRY MISHIMA 1,859 GT Car and Passenger Ferry 3

Features

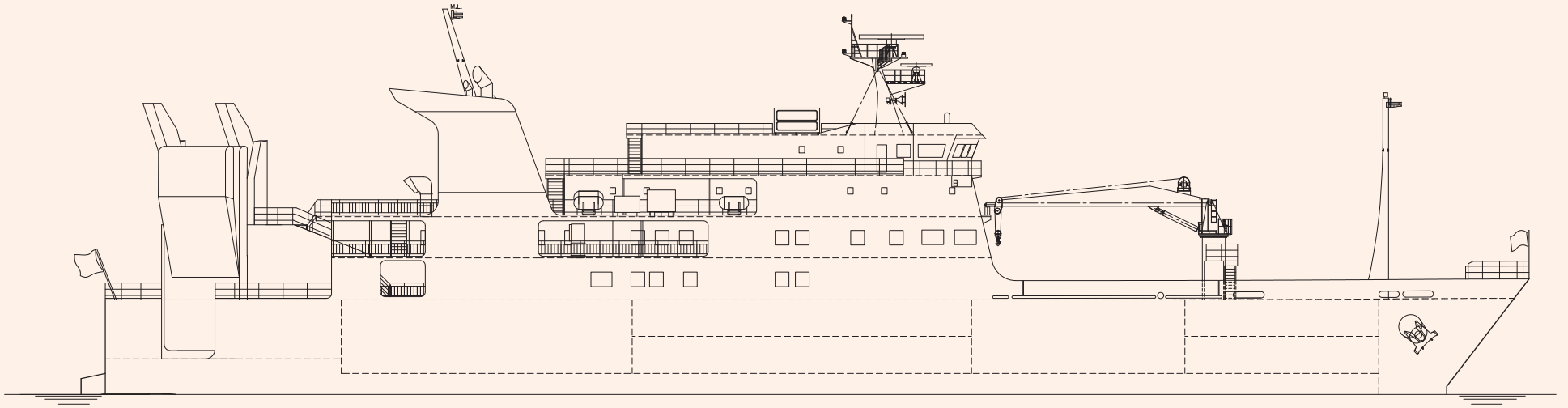
1. This vessel is Car and Passenger Ferry that into the route of between Kagoshima port and four ports of the Mishima village (Takeshima, Ioujima, Osato and Katadomari) in Japan.

This vessel's hull form has been developed as energy-saving vessel with two axis and two engine which has confirmed the excellent speed performance by the tank test.

2. There are container loading space which are in the upper deck (for 24 units) and the car hold (for 16 units).
3. Vehicle and Containers can be loaded via the shore ramp door which is the stern starboard side. Also loading Containers on upper deck, it can be loaded by using the deck crane of bow side.
4. As a feature of the vessel, two bow thrusters for quick and safe maneuverability in a port, even if under strong winds. In addition, two schilling rudders that enable a maximum rudder angle of 70 degrees at low speeds and two Controllable Pitch Propellers (CPP) are provided to improve the maneuverability. Moreover, a couple of fin stabilizer is installed in the center of the hull to reduce rolling during navigation.

PRINCIPAL PARTICULARS

Length (o.a.)	89.60 m
Length (b.p.)	78.00 m
Breadth (mld.)	15.40 m
Depth (mld.)	10.35 m
Draft (mld.)	4.50 m
Gross tonnage	1,859 t (Japanese domestic ton)
Deadweight	736 t
Main engine	DAIHATSU 6DKM-36e x 2 units
MCR (kw×rpm)	3,400 kW x 600 / 241 min^{-1} x 2
NOR (kw×rpm)	2,890 kW x 568 / 228 min^{-1} x 2
Speed (max. trial)	20.476 knots
(service)	abt. 19.09 knots
Complement	190 persons (20 crews and 170 passengers)
Classification	Japanese Government (JG)
Handling gear	Deck crane x 1
Loading capacity	
(car/vehicle)	Car × 25 units or 12m Track × 6 units
(others)	Container space / Upper deck : for 24 units, Car hold : for 16 units
Builder	Naikai Zosen Corporation



Passenger/Car Ferry

SHOYO MARU 875 GT Car and Passenger Ferry 4

Naikai Zosen Corporation

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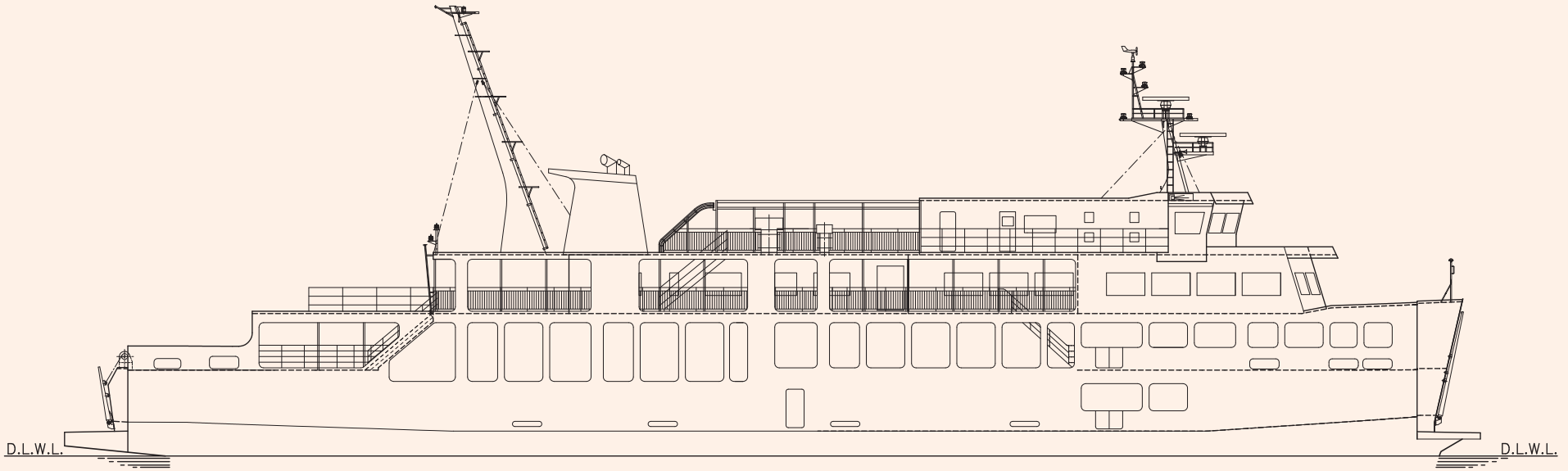
SHOYO MARU 875 GT Car and Passenger Ferry 4

Features

1. This vessel is Car and Passenger Ferry that into the route of between Matsuyama, Kure and Hiroshima in Japan. This vessel's hull form has been developed as energy-saving vessel with two axis and two engine which has confirmed the excellent speed performance by the tank test.
2. Trucks and cars embark through ramp doors at the bow and stern.
3. As a feature of the vessel, one bow thruster for quick and safe maneuverability in a port, even if under strong winds.
   Moreover, a couple of bilge keel is installed in the center of the hull to reduce rolling during navigation.
4. As for the barrier-free features for the senior and the disabled person, the vessel has an elevator to the entrance from a car hold deck.

PRINCIPAL PARTICULARS

Length (o.a.)	62.63 m
Length (b.p.)	55.00 m
Breadth (mld.)	13.00 m
Depth (mld.)	3.90 m
Draft (mld.)	2.90 m
Gross tonnage	871 t (Japanese domestic ton)
Deadweight	420 t
Main engine	6DEM-23 x 2 units
MCR (kw×rpm)	1,200 kW x 750 / 235 min^{-1} x 2
NOR (kw×rpm)	1,020 kW x 710 / 222 min^{-1} x 2
Speed (max. trial)	15.733 knots
(service)	abt. 14.8 knots
Complement	312 persons (12 crews and 300 passengers)
Classification	Japanese Government (JG)
Loading capacity (car/vehicle)	① 12m Truck × 6 units, 15m Truck×2 units ② Car × 33 units
Builder	Naikai Zosen Corporation



SHIN JU MARU 6,950 DWT Ro/Ro Cargo Ship 101

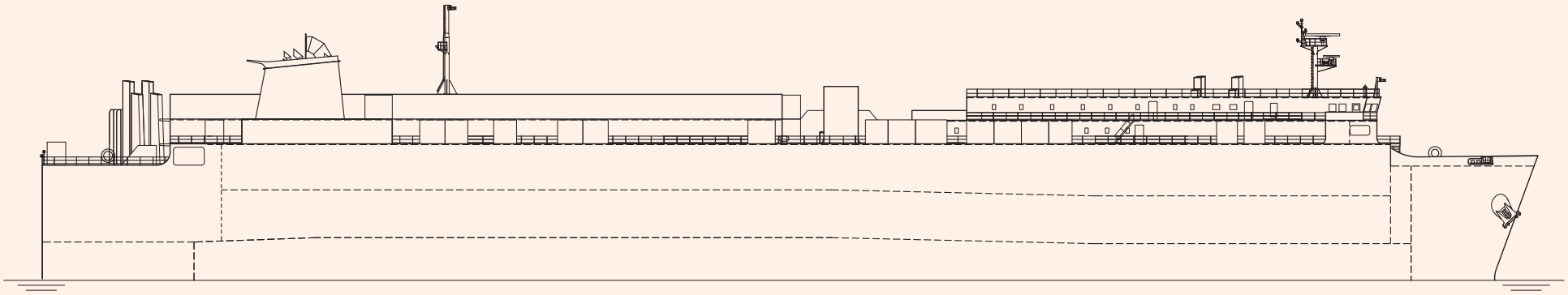
SHIN JU MARU 6,950 DWT Ro/Ro Cargo Ship 101

Features

1. The cargo loaded on the ship is chassis, cars, roll-paper, etc.
2. The vehicle hold consists of a total of six decks. Three of them are for cars only. The remaining three decks can be loaded with chassis, tractor, etc.
3. Main deck and B1 deck are provided with compartments for loading roll-paper.
4. The vehicles are loaded into the ship through the shore ramp doors of bow and stern, then it is loaded on each deck through the hold ramp in the car hold.
5. It has a hull form with excellent speed performance, based on model experiment. In addition, it has a hull shape with excellent fuel efficiency, such as an energy loss of the propeller swirling flow is recovered by the stern energy saving valve and converted into thrust.
6. This vessel has the fin stabilizer and ART (Anti-Rolling-Tank) to prevent rolling during voyage, it effectively reduces the rolling of the hull by selecting and using the appropriate these devices according to the navigation condition.
7. Equipped with bow thruster and stan thrusters with new K-7 rudder (K7-M2 type) to improve the maneuvering performance during berthing.
8. An electronically controlled main engine (ME-C type) is used to reduce fuel oil consumption and improve combustion conditions at low loads.

PRINCIPAL PARTICULARS

Length (o.a.)	174.95 m
Length (b.p.)	162.00 m
Breadth (mld.)	29.00 m
Depth (mld.)	17.80 m
Draft (mld.)	7.20 m
Gross tonnage	14,052 (Japanese domestic ton)
Deadweight	6,950 t
Main engine	MAN B&W 9S50ME-C8.5 x 1 (UP-RATING)
MCR (kw×rpm)	15,930 kw x 135.0 min^{-1}
NOR (kw×rpm)	13,540 kw x 127.9 min^{-1}
Speed (max. trial)	24.382 knots
(service)	abt. 21.5 knots
Complement	30 persons (18 crews and 12 passengers)
Classification	Class NK
Loading capacity	
(car/vehicle)	13m Chassis x 150 units, Car x 250 units
(others)	Roll-Paper x 2,000 rolls
Builder	Naikai Zosen Corporation



HARUMARU No.5 7,070 DWT Ro/Ro Cargo Ship

Naikai Zosen Corporation

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HARUMARU No.5 7,070 DWT Ro/Ro Cargo Ship 102

Features

1. The cargo which is loaded on the ship is chassis, cars, etc.
2. The vehicle hold consists of a total of four decks. one of them is for cars only. The remaining three decks can be loaded with chassis, tractor, etc.
3. The vehicles are loaded into the ship through the shore ramp doors of bow and stern, then it is loaded on each deck through the hold ramp in the car hold.
4. Loading efficiency has improved by adopted pillarless of car hold and increase of vehicle which can be loaded.
5. It has a hull form with excellent speed performance which was created through repeated examinations by the tank test. In addition, it has a hull shape with excellent fuel efficiency, such as a rudder with bulb and " STEP " (Spray Tearing Plate).
6. This vessel has the fin stabilizer to prevent rolling during voyage. In addition, it's equipped with bow and stern thruster to improve maneuverability performance.
7. By making the double bottom for fuel oil tank, the risk of fuel leak decreases when the accident of bottom hit happened.

PRINCIPAL PARTICULARS

engtth (o.a.)	179.90 m
Length (b.p.)	170.00 m
Breadth (mld.)	27.40 m
Depth (mld.)	23.30 m
Draft (mld.)	6.75 m
Gross tonnage	12,404
Deadweight	7,070 t
Main engine	MAN B&W 9S50ME-C8.5 x 1
MCR (kw×rpm)	13,580 kw x127.0 min^{-1}
NOR (kw×rpm)	11,540 kw x 120.3 min^{-1}
Speed (max. trial)	23.756 knots
(service)	abt. 21.00 knots
Complement	25 persons (15 crews and 10 passengers)
Classification	Class NK
Loading capacity (car/vehicle)	13m Chassis × 162 units, Car × 258 units
Builder	Naikai Zosen Corporation