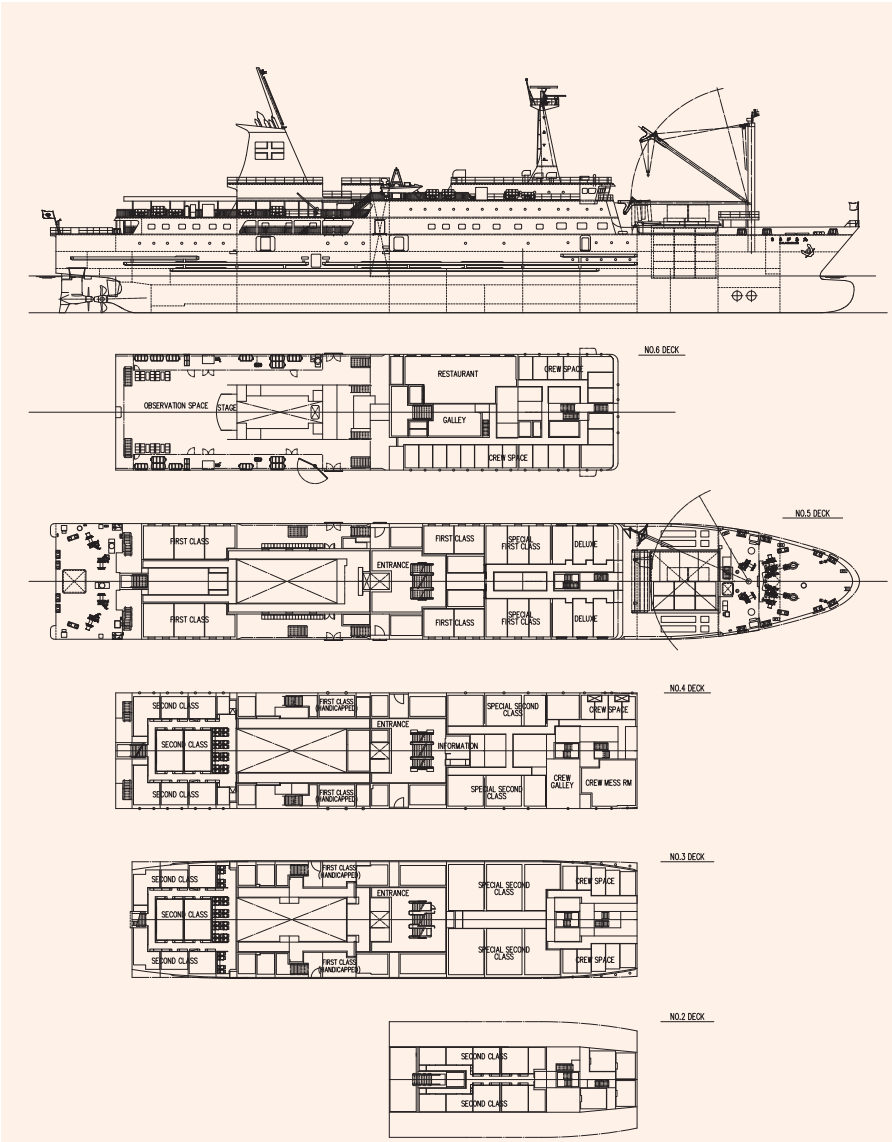
SALVIA MARU 1,050 DWT ROPAX Ferry 1

SALVIA MARU 1,050 DWT ROPAX Ferry 1

Salvia Maru is the successor to Salvia Maru(2nd), which is delivered in 1992, sails the same route (Tokyo ⇔ Oshima ⇔ Toshima ⇔ Niijima ⇔ Shikinejima ⇔ Kozushima). Also, she sails to Chichijima (Ogasawara Island) instead of Ogasawara Maru during her annual docking survey.
She is a SES (Super Eco Ship) similar to Tachibana maru, which is owned by Tokai Kisen, and has features such as reduced environmental load, improved maneuverability, and barrier-free cabin.
The exterior design of the ship was created by Asao Tokoro, the designer who designed the official emblem for the 2020 Tokyo Olympics. It is characterized by a geometrical pattern with a navy blue (Tokyo Island Blue) wave motif. "Connecting" is the design concept.
A CRP propulsion system is adopted in which a uniaxial CPP propeller directly connected to a diesel engine and an electric propulsion azimuth propeller are arranged facing each other, and they are rotated in opposite directions so that the rotational energy of the CPP propeller in front is absorbed by the azimuth propeller in rear. The ship is equipped with an integrated steering system (MICOS) that integrates the two propellers and controls them with high efficiency and safety.
It is equipped with two bow thrusters and an azimuth thruster, and has high berthing performance.
It is also equipped with the latest navigation support system, and the safety in the maneuvering is also improved.
There are six types of guest rooms from special class rooms to second class rooms, and both special class rooms and special first class rooms are equipped with toilet showers.
Up to 38 containers can be loaded, and it is equipped with a large Thomson type derrick crane.
During the summer season, the ship operates as a night cruise (Tokyo Wan Nouryousen) and sails Tokyo Bay for two hours. It is also equipped with a refrigerator for beer with a cooling device and a cooking and sales space for a simulated shop.
A stage is also installed at the stern of No.6 deck, and it is used for events during the operation as a night cruise (Tokyo wan Nouryousen).

PRINCIPAL PARTICULARS

Length (o.a.)	118.09 m
Breadth (mld.)	17.00 m
Depth (mld.)	6.50 m
Draft (mld.)	5.40 m
Gross tonnage	6,099
Deadweight	1,050 t
Main engine	Japan Engine 6UEC35LSE
Speed (service)	20.0 knots
Complement	1384
Classification	JG
Loading capacity (passenger)	1343
Builder	Mitsubishi Shipbuilding Co., Ltd.



HAMAYU 5,662 DWT ROPAX Ferry 2

HAMAYU 5,662 DWT ROPAX Ferry 2

HAMAYU is a ROPAX ferry built by Mitsubishi Shipbuilding Co., Ltd.

She was delivered to the owner Shin Nihonkai Ferry Co., Ltd. on 26th February 2021, and put into the regular service between Yokosuka and Shinmoji.

As a modal shift receiver in the Kanto-Kyushu region, the vessel contributes to reducing the environmental burden.

The interior is designed to provide it with comfortable space with a three-story atrium entrance, a see-through elevator, a spacious restaurant and a barbecue corner.

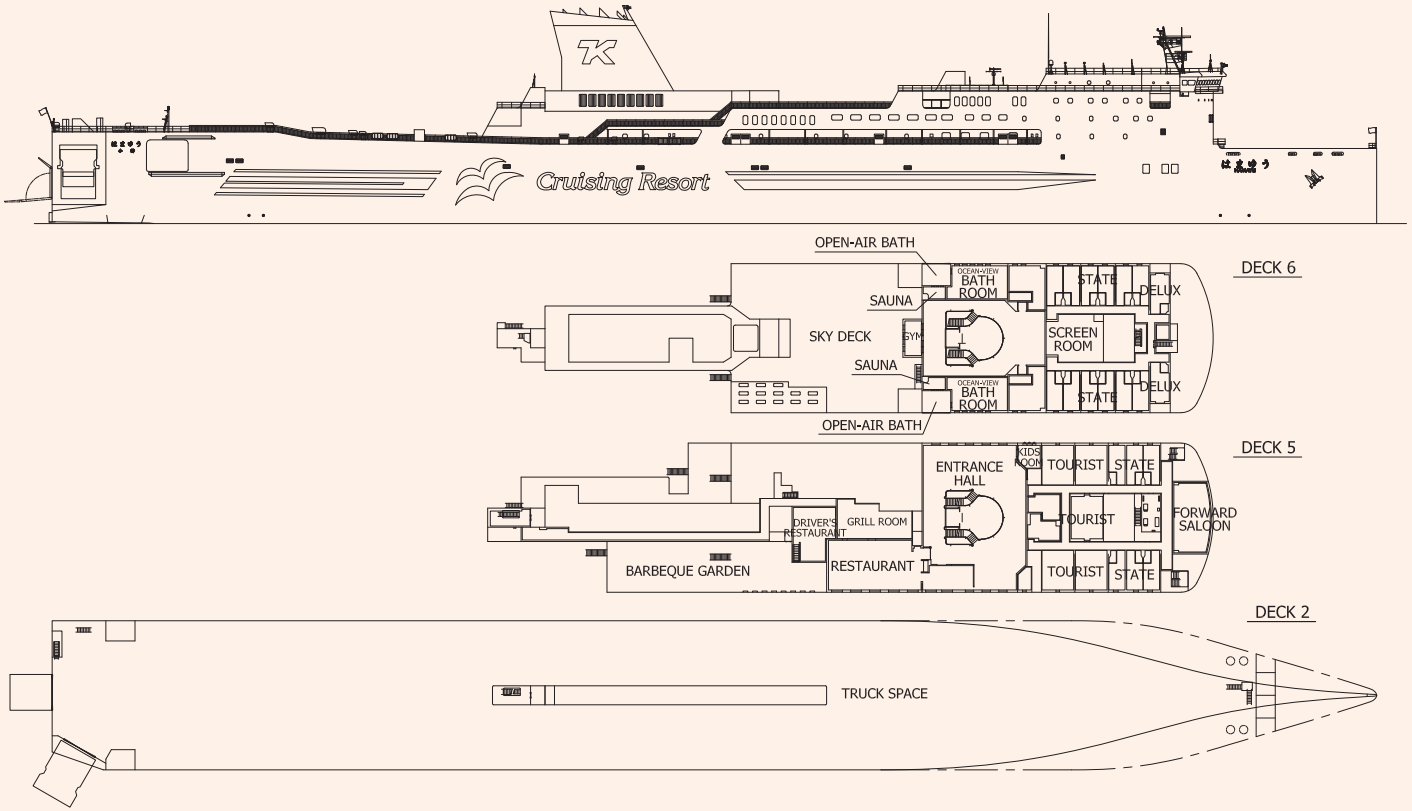
HAMAYU has adopted the 4- main engines and 2- shafts propulsion system in compliance with the environmental regulations and the system has been adopted for the first time amongst the coastal service large high-speed ferry.

To minimize the fuel consumption and environmental burden, sailing assistance system has been adopted and thus that has achieved the efficient navigation.

SOx Scrubbers are adopted for the main engines and generators to comply with environmental regulations regarding the concentration of sulfur contained in fuel oil.

PRINCIPAL PARTICULARS

Length (o.a.)	222.5 m	Speed (service)	28.3 knots
Breadth (mld.)	25.00 m	Complement	305
Depth (mld.)	20.40 m	Classification	JG
Draft (mld.)	7.20 m	Loading capacity (passenger)	268
Gross tonnage	15,515	(truck)	154
Deadweight	5,662 t	(car)	30
Main engine	Wartsila 14V31	Builder	Mitsubishi Shipbuilding Co, Ltd.



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

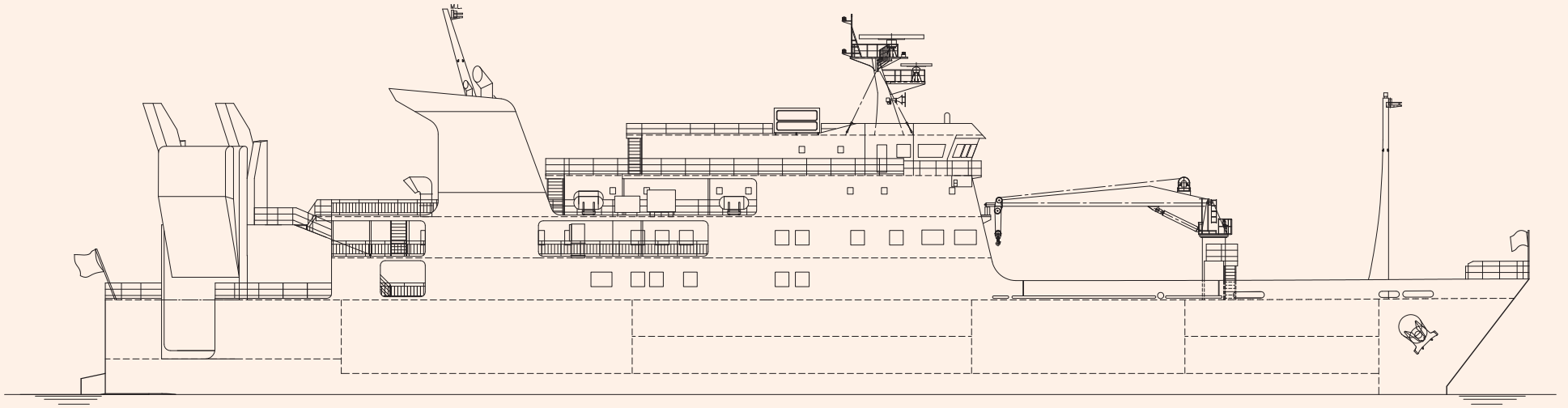
1. This vessel is Car and Passenger Ferry that into the route of between Kagoshima port and four ports of the Mishima village (Takeshima, Ioujima, Osato and Katadomari) in Japan.

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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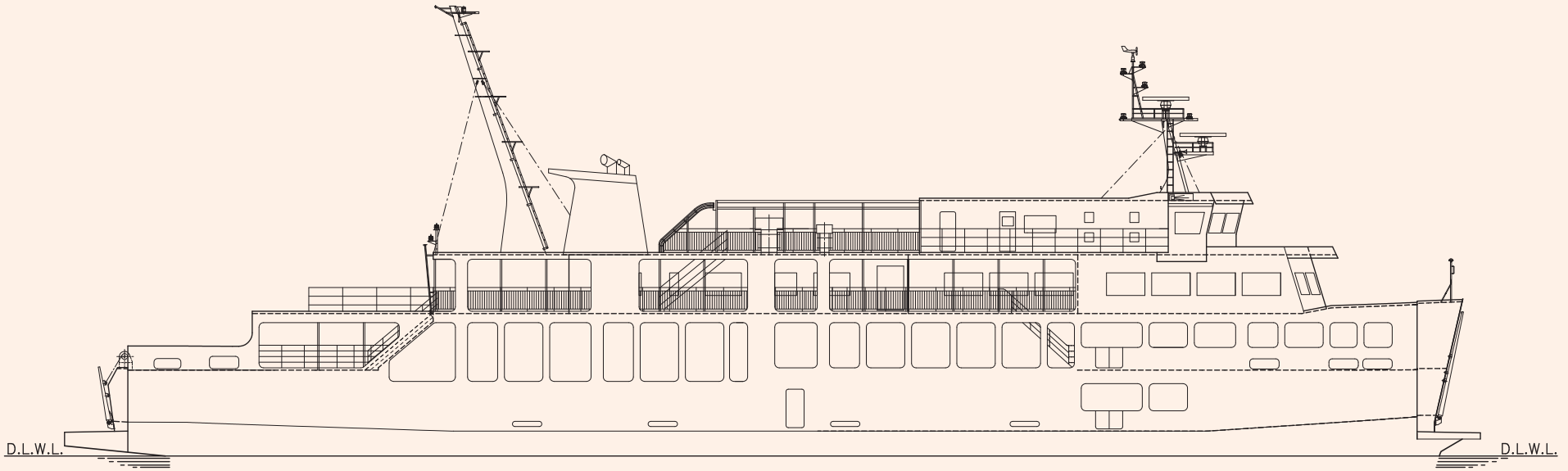
SHOYO MARU 875 GT Car and Passenger Ferry 4

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



FERRY I 2,800 GT Passenger/Car Ferry 5

Shin Kurushima Sanoyas Shipbuilding Co., Ltd.

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FERRY I 2,800 GT Passenger/Car Ferry 5

Sanoyas Shipbuilding Corporation completed the 2,800 GT-Passenger/Car Ferry "Ferry I" in December 2019.

Features

1. "Ferry I" is 2,800 GT car ferry which can accommodate 427 passengers normally, or 546 passengers in the high season and load 37 trucks.
   The vessel was built as the replacement of "FERRY TSURUGI" which engaged in the regular service between Wakayama port and Tokushima port, and entered service on December 15, 2019. The vessel is named "Ferry I" based on 3 key words of "I: myself", "Ai: love in Japanese" and "Ai-zome: indigo dyeing that is a famous product of Tokushima in Japanese".
2. The vessel's propulsion system uses two engines and two propellers, the biaxial stern catamaran hull shape provides energy saving performance, and the combined control of the controllable pitch propellers, flap rudders, and bow thruster allows safe passage, and easy berthing and unberthing.
3. The vessel has an upper navigation deck, A-deck, passenger deck, and lower car deck. A lift equipped on the starboard side enables passengers to easily access the passenger deck from the car deck. LED lighting is adopted in the passenger accommodation, crew accommodation, car deck, engine room, and elsewhere to reduce energy consumption.
4. For passenger comfort, many facilities are equipped such as first class seats (green seats), seating mat areas, a nursing room, driver area with shower, seats with lighting and AC100V outlets for business persons, and an observation deck providing great views of the Kii Channel. The anti-rolling tank installed in the funnels stabilizes the rolling of the vessel and provides a comfortable trip.
5. Car roll-on/roll-off ramp doors are provided at the bow and stern. The car deck has 4.3m height for loading high cube container trailer.

PRINCIPAL PARTICULARS

Length (o.a.)	108.01 m
Breadth (mld.)	17.50 m
Depth (mld.)	11.10 m
Draft (mld.)	4.4 m
Gross tonnage	2,825 (Japanese domestic ton)
Deadweight	1,172 mt
Main engine	6DKM-36e × 2 sets
Speed (service)	abt. 18.4 knots
Classification	JG
Loading capacity (passenger)	427 Persons (546 Persons in busy season)
(car/vehicle)	37 Trucks
Builder	Sanoyas Shipbuilding Corporation