ENEOS ENDEAVOR 311,000 DWT Crude Oil Tanker 5

ENEOS ENDEAVOR 311,000 DWT Crude Oil Tanker 5

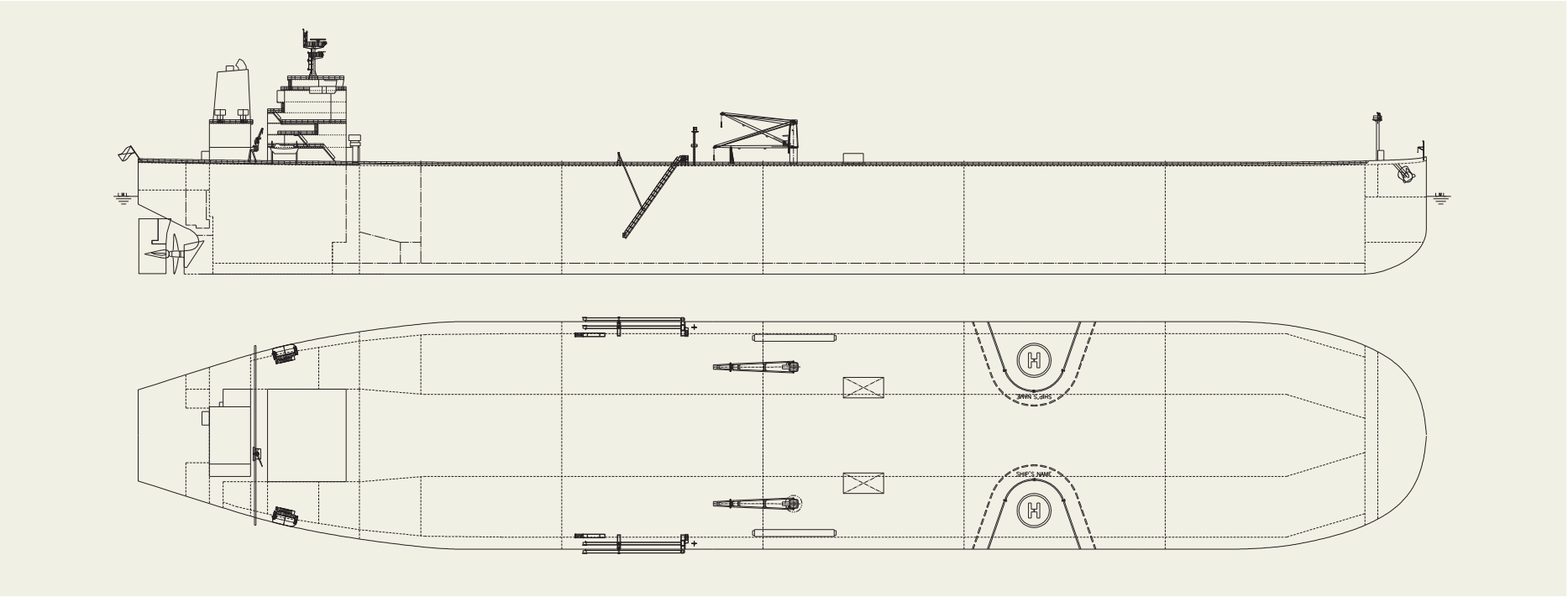
Japan Marine United Corporation (JMU) delivered "ENEOS ENDEAVOR", 311,000 DWT Crude Oil Tanker at its Ariake shipyard on 17th June 2022.

Features

1. This is an eco-type Malacca max VLCC, which JMU has a lot of building record. Principal particulars have been optimized for transportation between Middle East and Japan passing through Malacca strait, while satisfying restrictions of domestic ports.
2. High propulsion performance was achieved by the application of lower resistance and high efficiency hull form, and optimized energy saving devices such as Super Stream Duct®, SURF-BULB® and ALV-Fin®.
3. In addition, good sea performance was achieved by the application of the low wind resistance superstructure and unique bow shape called the "LEADGE-Bow®".
4. Furthermore, the fuel oil consumption was further improved by the application of new electronically controlled marine diesel engine, low friction paint and high efficiency propeller.

PRINCIPAL PARTICULARS

Length (o.a.)	339.50 m
Breadth (mld.)	60.00 m
Depth (mld.)	28.50 m
Draft (mld.)	21.05 m
Gross tonnage	160,725
Deadweight	312,137
Main engine	WinGD W7X82
Speed (service)	15.5 knots
Complement	30
Classification	NK
Builder	JMU



OLYMPUS 301,000 DWT Crude Oil Tanker 6

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Japan Marine United Corporation

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OLYMPUS 301,000 DWT Crude Oil Tanker 6

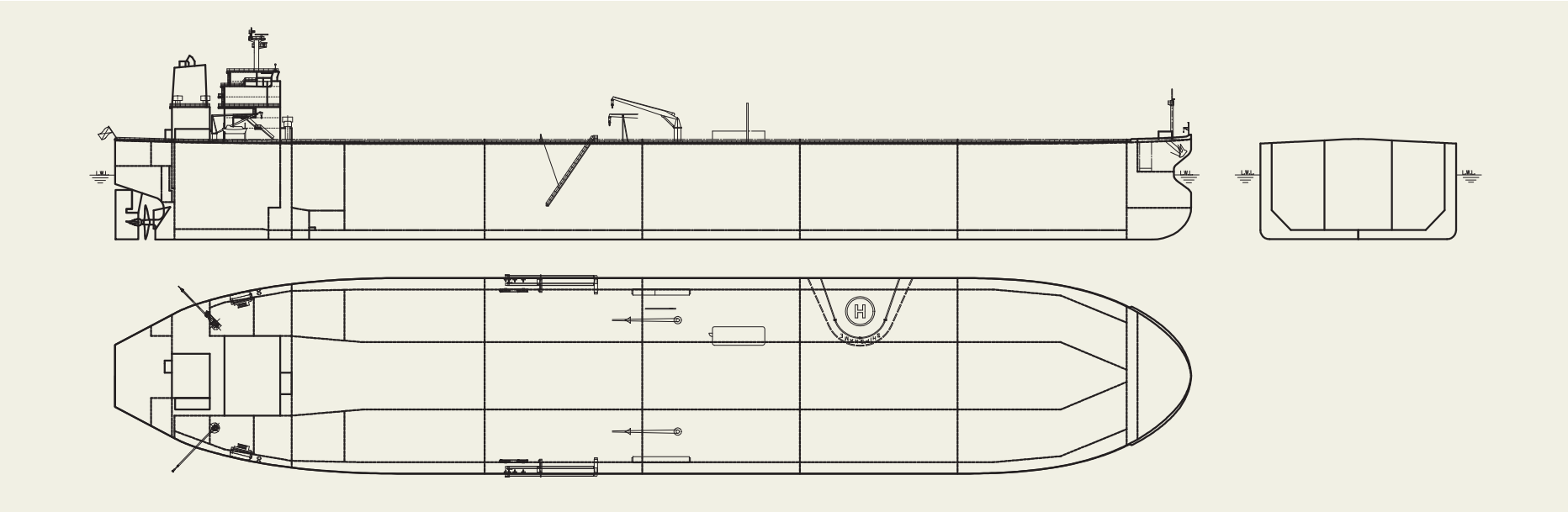
Japan Marine United Corporation (JMU) delivered “OLIMPUS”, 301,000 DWT Crude Oil Tanker at its Ariake shipyard on 20th January 2023.

Features

1. This is the 1st vessel of the newly developed crude oil Tanker called "N-VLCC"continuing the lineage of the hugely popular G-VLCC. It has been designed to provide flexibility for worldwide trade by achieving both compact hull form and largest deadweight at shallow draft and developed drastically reducing fuel oil consumption together with CO_2 emissions compared with existing vessels.
2. High propulsion performance was achieved by the application of lower resistance and high efficiency hull form, and optimized energy saving devices such as Super Stream Duct®, SURF-BULB® and ALV-Fin®.
3. The unique bow shape, Ax-Bow®, can reduce the added resistance due to waves, and the well-refined shape of the superstructure can attain low wind resistance.
4. The Energy Efficiency Design Index (EEDI) of the subject vessel has achieved Phase 3 (30% reduction from the reference line) by application of an optimal hull shape and latest energy saving technologies. This challenge will contribute to green environment by its eco-friendly performance.
5. Furthermore, the fuel oil consumption was further improved by the application of new electronically controlled MAN-B&W G-type engine, and a high efficiency propeller.

PRINCIPAL PARTICULARS

Length (o.a.)	333.00 m
Breadth (mld.)	60.00 m
Depth (mld.)	29.35 m
Draft (mld.)	21.55 m
Gross tonnage	157,208
Deadweight	301,850
Main engine	MAN-B&W 6G80ME-C10.5-HPSCR
Speed (service)	14.5 knots
Complement	30
Classification	ABS
Builder	JMU



FRONTIER SPIRIT 181,000 DWT Bulk Carrier 23

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FRONTIER SPIRIT 181,000 DWT Bulk Carrier 23

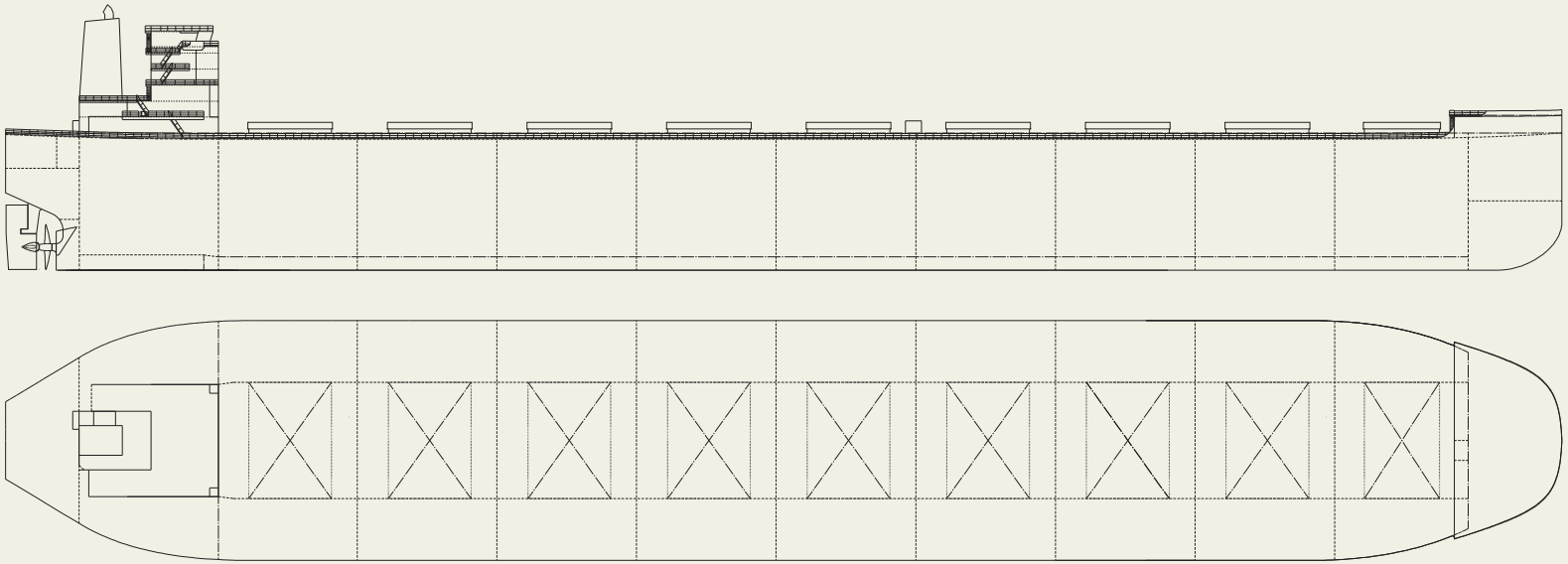
Japan Marine United Corporation (JMU) delivered "FRONTIER SPIRIT", 181,000 DWT Bulk Carrier, at its Ariake Shipyard on 6th October 2023.

Features

1. This is the newly developed Dunkirkmax type bulk carrier, called "N181BC," which has larger deadweight and cargo hold capacity suitable for loading bulk coal and iron ore in its nine cargo holds, achieved by JMU's expertise and vast experience.
2. The Vessel has an optimal hull shape that pursues low resistance and high efficiency using our latest analysis technology, and has also optimized our proprietary energy-saving devices such as Super Stream Duct®, SURF-BULB®, and ALV-Fin®
3. The Energy Efficiency Design Index (EEDI) of the subject Vessel has achieved Phase 3 (30% reduction from the reference line) by application of the optimal hull shape and latest energy saving technologies. This challenge will contribute to green environment by its eco-friendly performance.
4. Furthermore, a unique bow shape, LEADGE-Bow®, can reduce the added resistance due to waves, and the well-refined shape of the superstructure can attain low wind resistance.

PRINCIPAL PARTICULARS

Length (o.a.)	292.00 m	Deadweight	181,577
Breadth (mld.)	45.00 m	Main engine	MAN B&W 7S60ME-C10.6-HPSCR
Depth (mld.)	24.55 m	Complement	25
Draft (mld.)	16.50 m	Classification	NK
Gross tonnage	93,367	Builder	JMU



CAPE BROLGA 211,000 DWT Bulk Carrier 24

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CAPE BROLGA 211,000 DWT Bulk Carrier 24

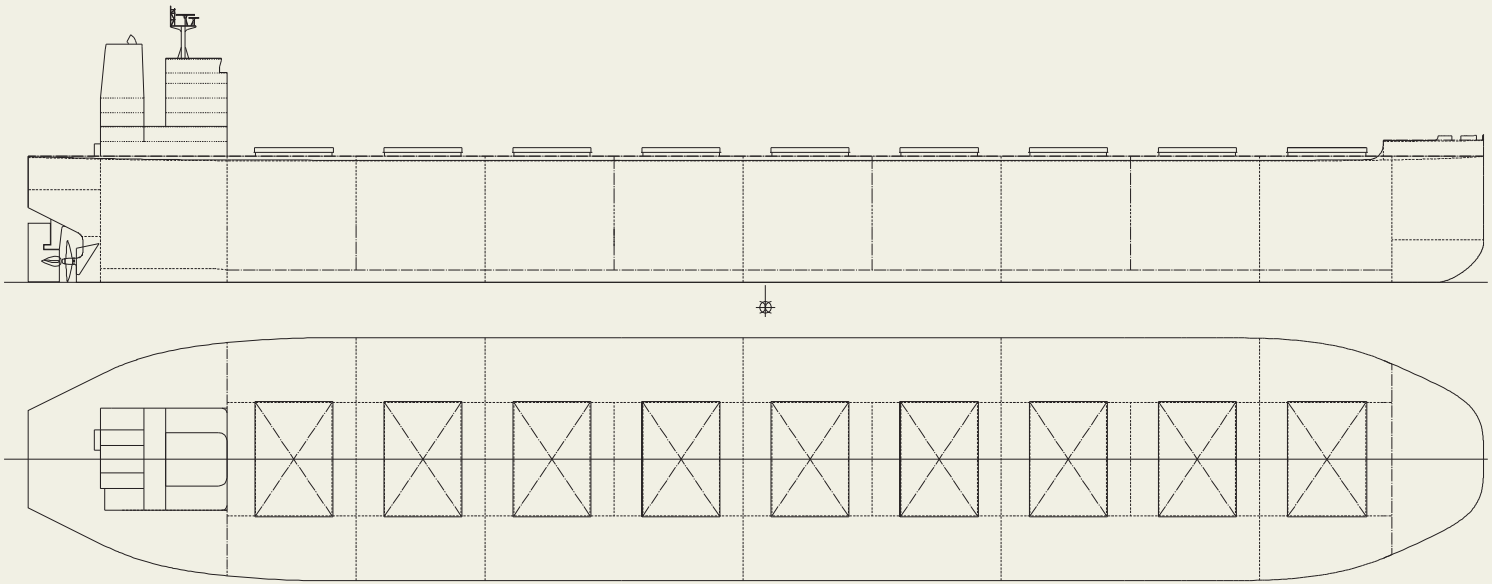
Japan Marine United Corporation has delivered "CAPE BROLGA", the second J-Series 211,000 DWT Bulk Carrier at its Tsu Shipyard on 29th September 2021.

Features

1. This is the newly developed Newcastlemax bulk carrier of J-Series, called J211BC, which is successful in both economical and environmentally friendly design.
2. This Vessel has larger deadweight and cargo hold capacity suitable for bulk coal and iron ore in its 9 cargo holds and has been developed with expertise and vast experience.
3. The SSD® (Super Stream Duct®) and SURF-BULB® equipped fore and aft of its propeller respectively, greatly improve the propulsion performance. ALV-Fin® (Advanced Low Viscous Resistance Fin) equipped fore of its propeller controls stern flow to get better propulsive efficiency. Furthermore, unique bow shape of LEADGE-Bow® can reduce the added resistance due to waves and well-refined shape of superstructure can attain low wind resistance. This Vessel is also equipped with SOx scrubber, and SCR(Selective Catalytic Reduction) to comply with MARPOL ANNEX VI Regulation 13 (NOx) and attaining NOx Tier III compliance.
4. Corrosion resistant steel (JFE-SIP®-CC) developed by JFE Steel Corporation has been applied in part of outside plating, hold frame and inner bottom plating.

PRINCIPAL PARTICULARS

Length (o.a.)	299.99 m	Deadweight	211,982
Breadth (mld.)	50.00 m	Main engine	MAN B&W 7S65ME-C8.5-HPSCR
Depth (mld.)	25.00 m	Complement	28
Draft (mld.)	18.40 m	Classification	NK
Gross tonnage	108,605	Builder	JMU



NORD AQUARIUS 82,400 DWT Bulk Carrier 35

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NORD AQUARIUS 82,400 DWT Bulk Carrier 35

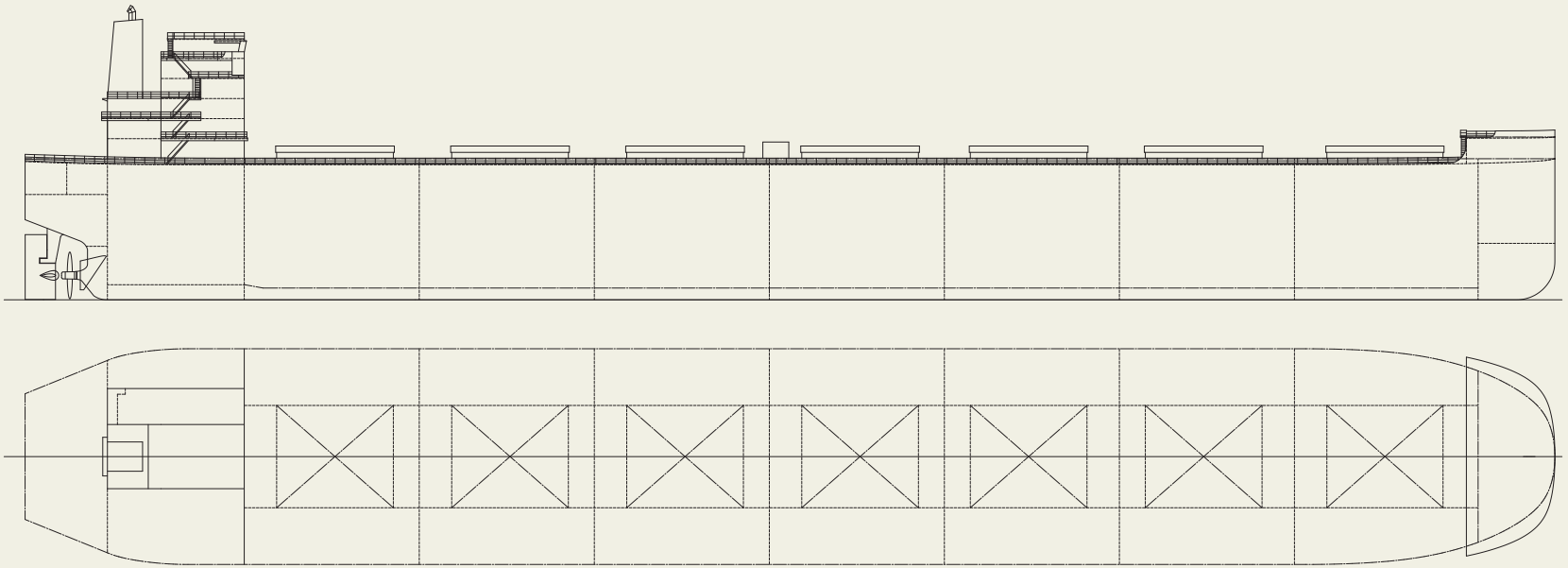
Japan Marine United Corporation (JMU) delivered "NORD AQUARIUS", the 82,400 DWT Bulk Carrier at its Tsu Shipyard on 31st May 2022.

Features

1. This vessel is JMU's J-Series 82,400DWT type bulk carrier(J82BC), which is an evolution of the previous G-Series 80,800 DWT type bulk carrier (G81BC), as the next generation of Panamax bulk carrier.
2. The most important features of this vessel are, improved fuel consumption and enhanced cargo loading capacity under the restriction of ship's dimensions as Panamax bulk carrier by JMU's accumulated technology.
3. Performance under actual seagoing condition has been improved by adopting a low wind resistance shape superstructure.
4. By optimizing our proprietary energy-saving devices, Super Stream Duct®, SURF-BULB®, and ALV-Fin®, the vessel has achieved significant fuel savings.

PRINCIPAL PARTICULARS

Length (o.a.)	229.00 m	Deadweight	82,375
Breadth (mld.)	32.26 m	Main engine	MAN-B&W 6S60ME-C8.5-EGRBP
Depth (mld.)	20.20 m	Complement	25
Draft (mld.)	14.55 m	Classification	NK
Gross tonnage	44,618	Builder	JMU



ONE INNOVATION 24,000 TEU Containership 64

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ONE INNOVATION 24,000 TEU Containership 64

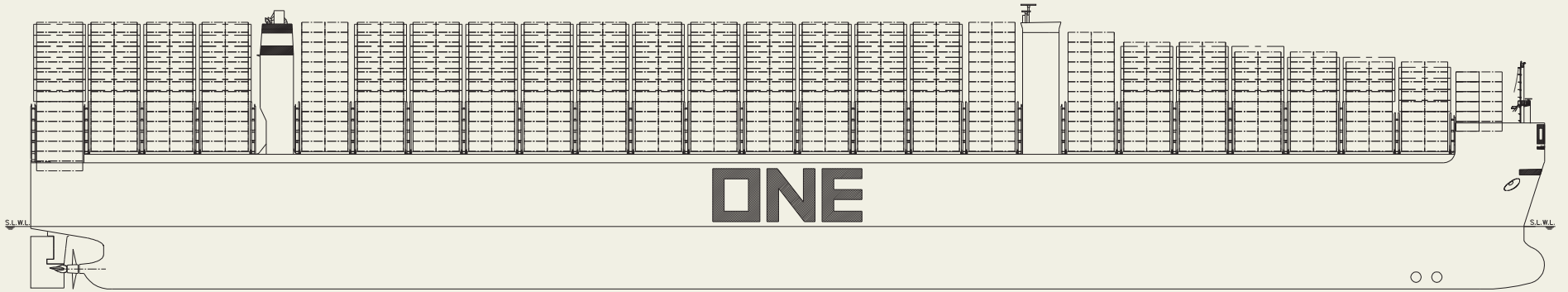
Japan Marine United Corporation (JMU) delivered 24,000TEU container ship, "ONE INNOVATION" at its Kure Shipyard on 2nd June 2023.

Features

1. This is the 1st Vessel of newly developed 24,000TEU type container ship, the largest class cargo capacity in the world, which utilizes JMU's technology to achieve a high level of both environmental and loading performance and is designed to operate in wide range of sea area.
2. By adopting JMU's original energy saving devices such as SURF-BULB®, the ALV-Fin® and Rupas® rudder, we have achieved extremely high fuel efficiency despite such a large hull size. This Vessel significantly satisfies the EEDI Phase 3 (reduction rate of 50% or more from the reference line) in advance that became mandatory for the vessels contracted after 1st January, 2022.
3. Brittle crack arrest technology in extremely thick, high-strength steel plates for this size of vessel has been applied for the first time in the world, which improves safety of the hull structure without sacrificing loading efficiency.
4. MAN-B&W's latest electronically controlled main engine, Mark 10.6 and inverter-controlled cooling sea water pump contribute to reduce the fuel oil consumption.
5. To improve performance in the actual sea, "Bow Wind Cover" is equipped, making it possible for the first time in the world to allow containers to be loaded onto mooring deck inside the "Wind Cover".
6. This vessel is equipped with INS (Integrated Navigation System) with seats and fully enclosed navigation bridge, improving the convenience and safety for steering during voyage and reaching/leaving the pier.
7. Voyage assistance and monitoring of the engine room by CCTV camera system is provided for improved safety.
8. As cyber security measure, the vessel has applied DNV Cyber Secure notation.
9. This vessel complies with various environmental regulations such as; a hybrid type EGCS SOx scrubber, complying with requirements for maintaining a list of hazardous materials; AMP(Alternative Maritime Power) that allows the diesel generator to be shut down during cargo handling at the quay.

PRINCIPAL PARTICULARS

Length (o.a.)	399.95 m	Main engine	MAN-B&W 9G95ME-C10.6
Breadth (mld.)	61.40 m	Complement	34
Depth (mld.)	33.20 m	Classification	DNV
Draft (mld.)	16.50 m	Builder	JMU



WAN HAI 363 3,013 TEU Containership 65

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WAN HAI 363 3,013 TEU Containership 65

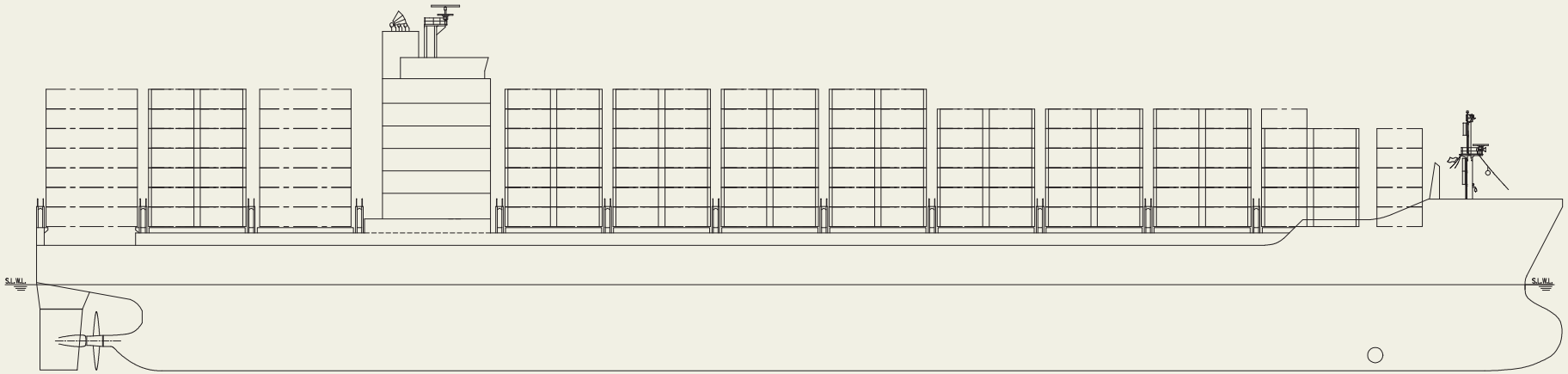
Japan Marine United Corporation (JMU) delivered the 3,013 TEU container ship, "WAN HAI 363" at its Kure Shipyard on 30th May 2023.

Features

1. This Vessel is 3,013TEU type container ship that is compliant with NOx Tier III, which is the NOx emission regulation. This vessel is optimally designed for medium to long range voyage in order to comply with expanding seaborne trade volume for both Asian regional trade and to/from Asian countries and achieves significantly improved environmental and operational performance compared with conventional vessels, with both high loading capacity and high navigation performance by using JMU's latest technology.
2. This Vessel achieves high propulsion efficiency through its advanced lower resistance hull form and JMU's original energy saving devices such as the ALV-Fin® (Advanced Low Viscous resistance Fin) and LV-Fin(Low Viscous resistance Fin)..
3. MAN-B&W's latest electronically controlled main engine, Mark 10.5 and inverter-controlled cooling sea water pump reduce the fuel oil consumption.
4. This vessel is equipped with INS (Integrated Navigation System) and full enclosed navigation bridge, improving the convenience and safety for steering during voyage and reaching/leaving the pier.
5. In consideration of the environment, this vessel is equipped with AMP(Alternative Maritime Power) that allows the diesel generator to be shut down during cargo handling at the quay.
6. Voyage assistance and monitoring of the engine room by CCTV camera system improves safety.

PRINCIPAL PARTICULARS

Length (o.a.)	203.50 m	Deadweight	36,776
Breadth (mld.)	34.80 m	Main engine	MAN-B&W 7S70ME-C10.5
Depth (mld.)	16.60 m	Complement	25
Draft (mld.)	11.5 m	Classification	ABS/CR
Gross tonnage	30,776	Builder	JMU



BLUE WIND a Jack-Up Vessel (JUV) 78

Japan Marine United Corporation (JMU) delivered the "BLUE WIND", a Jack-Up Vessel (JUV), to Shimizu Corporation, a general contractor in Japan, at the Kure Shipyard on January 31, 2023. The BLUE WIND is one of the world's largest class of JUV

Features

1. The basic design of the BLUE WIND was developed by GustoMSC, an offshore engineering company in the Netherlands. JMU is in charge of the detailed design and construction of the vessel.
2. The vessel is equipped with the dynamic positioning system (DPS) to maintain the vessel position automatically.
3. The jacking-up legs are 92 meters long, and the vessel is applicable to water depths of up to 45 meters. The world's largest class 2,500-ton crane with telescopic boom that is extensible up to 158 meters, which allows installation of a 15 mega-watt class wind turbine.
4. The living quarters of the BLUE WIND can accommodate 130 people and are provided with a recreation room and theater for more comfortable long-term offshore life.
5. JMU will contribute to conservation of the global environment by supporting carbon neutrality in the year 2050. JMU's experience in shipbuilding and offshore structures will help to construct JUVs as well as pursuing the business related to offshore floating wind power generation.

PRINCIPAL PARTICULARS

Long	142.0 m
Wide	50.00 m
Depth	11.0 m
Gross tonnage	23,539
Speed, navigational	11 knots
Complement	130
Classification	NK
Registry	Tokyo, Japan
Propulsion system	Azimuth thruster 3,800 kW x 3 units
	Thruster Elevating-type azimuth thruster 3,200 kW x 1 unit
	Tunnel thruster 3,200 kW x 2 units
Power generators	4,630 kW x 4 units, 1,425 kW x 2 units
Jacking-up system	Rack-and-pinion
	(electric power drive type) Legs 92 m long x 4 l egs
Main crane	Telescopic/revolving type crane
Max. hoisting capacity	2,500 t (boom contracted)
	1,250 t (boom extended)