

PERSISTENCE DIVA 88,100 DWT WIDE KAMSARMAX 38

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PERSISTENCE DIVA 88,100 DWT WIDE KAMSARMAX 38

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A new, larger ship that inherits the KAMSARMAX brand. The debut of KAMSARMAX has caused the wave of larger Panamax bulk carriers. Inheriting its brand-name, this next-generation WIDE KAMSARMAX has bigger cargo loading capacity by about 6,000 MT with further improved fuel efficiency.

Features

1. Fuel efficiency and environmental performance
 - The unique hull form, which reduces resistance, is paired with our exclusive fuel-efficiency technologies to improve the ship's performance.
 - Equipped with the environmental technologies devices to prevent the air pollution from the NOx and SOx emissions and marine pollution from the oil spillages, etc.
2. Versatility
 - Keeping the length of 229m makes the ship possible to

enter the Kamsar Port in the Republic of Guinea as well as about 90% of the ports that the KAMSARMAXs built by TSUNEISHI SHIPBUILDING have called at.

- Enable to carry the three major bulk cargos of iron ore, grains, coal, while alternate loading is possible for high-density cargo, such as iron ore.
 - Air draft was maintained at the same level as KAMSARMAX.
3. Loading performance

- The increase of 6,000 MT loading capacity has achieved by the wider beam and shallower draft, compared with the KAMSARMAX.

- Cargo capacity has increased by 5,300m³ with bigger loading volumes of low-density cargo, such as grains.

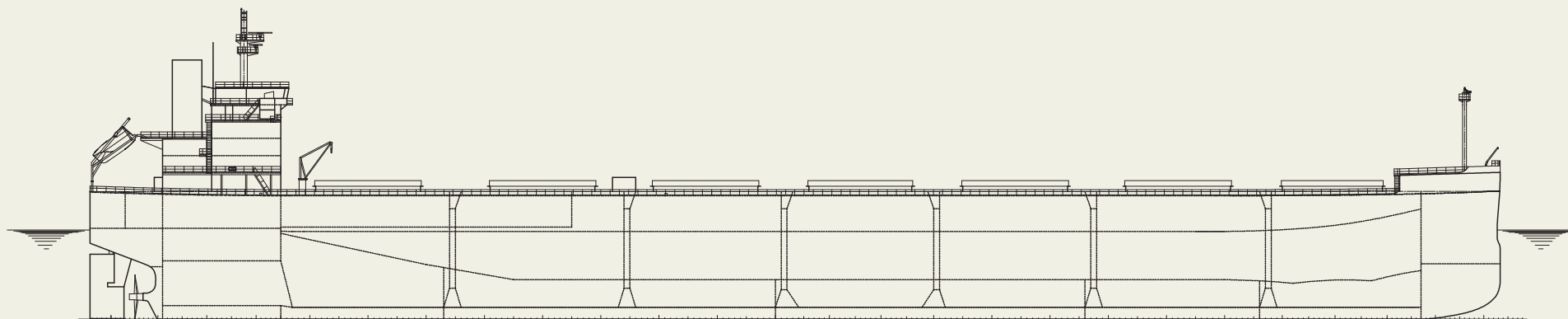
4. Comfortability

The original interior concept NEXT STYLE, utilizing exquisite design and indirect lighting, provides the crew with relaxation and comfort.

PRINCIPAL PARTICULARS

Length (o.a.)	229 m
Depth (mld.)	20 m
Draft (mld.)	14.45 m

Gross tonnage	47,400
Deadweight	88,100 mt
Loading capacity (grain)	103,300 m ³
Builder:	Tsuneishi Shipbuilding Co., Ltd.



DEFENDER 82,400 DWT KAMSARMAX 39

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DEFENDER 82,400 DWT KAMSARMAX 39

KAMSARMAX, an established world standard In response to needs for a larger-size Panamax bulk carrier, the KAMSARMAX, an innovative design with the maximum size in the category that can enter Kamsar Port in the Republic of Guinea, was developed. This ship model is favored for its optimal solutions of fuel efficiency, versatility, and cargo capacity. With over 380 ships being built, it holds the No.1 market share in the category.

Features

1. Fuel efficiency and environmental performance
 - Comply with EEDI Phase 3 regulations.
 - The unique hull form, which reduces resistance, is paired with our exclusive fuel-efficiency technologies to improve the ship's performance. A further improvement of about 31% reduction on the fuel consumption per ton-mile has been achieved successfully when comparing to the first KAMSARMAX delivered in 2005.

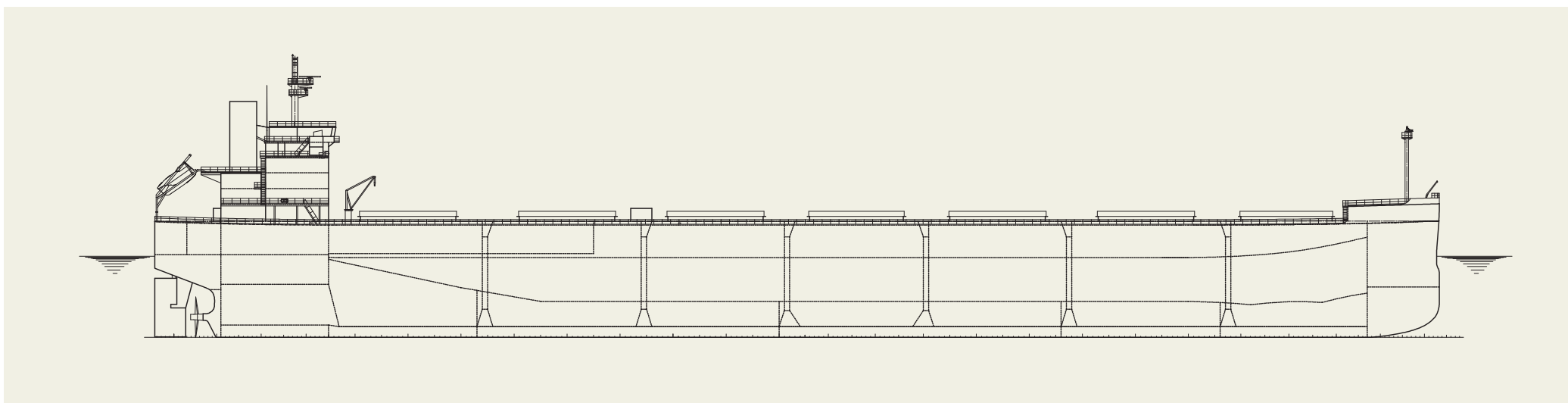
- Equipped with the environmental technologies devices to prevent the air pollution from the NOx and SOx emissions and marine pollution from the oil spillages, etc.
2. Versatility
 - Length of 229 meters, which allows entry to Kamsar Port in the Republic of Guinea.
 - Designed with shallow draft and minimal air draft for versatility to accommodate the majority of major ports.
 - Excellent trading flexibility for carrying the three major bulk cargoes of iron ore, grains, and coal, as well as hot

- coils.
3. Loading performance
 - Achieve a deadweight of over 82,000 MT with the shallowest draft in its category.
 - With a cargo capacity of 98,000m³, it can carry large volumes of low-density cargo, such as grains.
 4. Comfortability

The original interior concept NEXT STYLE, utilizing exquisite design and indirect lighting, provides the crew with relaxation and comfort.

PRINCIPAL PARTICULARS

Length (o.a.).....	229 m	Gross tonnage.....	44,000
Length (b.p.).....	32.26 m	Deadweight.....	82,400 mt
Depth (mld.).....	20.15 m	Loading capacity (grain).....	98,000 m ³
Draft (mld.).....	14.55 m	Builder:	Tsuneishi Shipbuilding Co., Ltd.



ACRUX ORCHID 63,300 DWT TESS64 AEROLINE 44

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ACRUX ORCHID 63,300 DWT TESS64 AEROLINE 44

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The Birth of the ultimate Eco-ship

This ultimate Eco-ship design is the enlargement of the deadweight capacity and extension of the well-known TESS58 design which already has the track record of over 180 ships built. The distinctive bow and accommodation house are designed with our exclusive and unique technology, called AEROLINE to reduce the wind resistance.

Features

1. Fuel efficiency and environmental performance

- Comply with EEDI Phase 3 regulations.
- The unique hull form, which reduces resistance, is paired with our exclusive fuel-efficiency technologies to improve the ship's performance. This has improved fuel consumption per ton-mile by approximately 29%, compared to TESS58.
- Equipped with the environmental technologies devices to prevent the air pollution from the NOx and SOx emissions and marine pollution from the oil spillages, etc.

- The unique and exclusive AEROLINE technology for the reduction of wind resistance is applied to the bow and accommodation house to improve the fuel efficiency at actual sea performance.

2. Versatility

- Length extended to 200m while maintaining the breadth to pass through the Panama Canal.
- Keeping the low air draft and the depth 18.6m to ensure the ship's versatility.
- Excellent trading flexibility for carrying the three major bulk cargoes of iron ore, grains, and coal, as well as hot

coils.

3. Loading performance

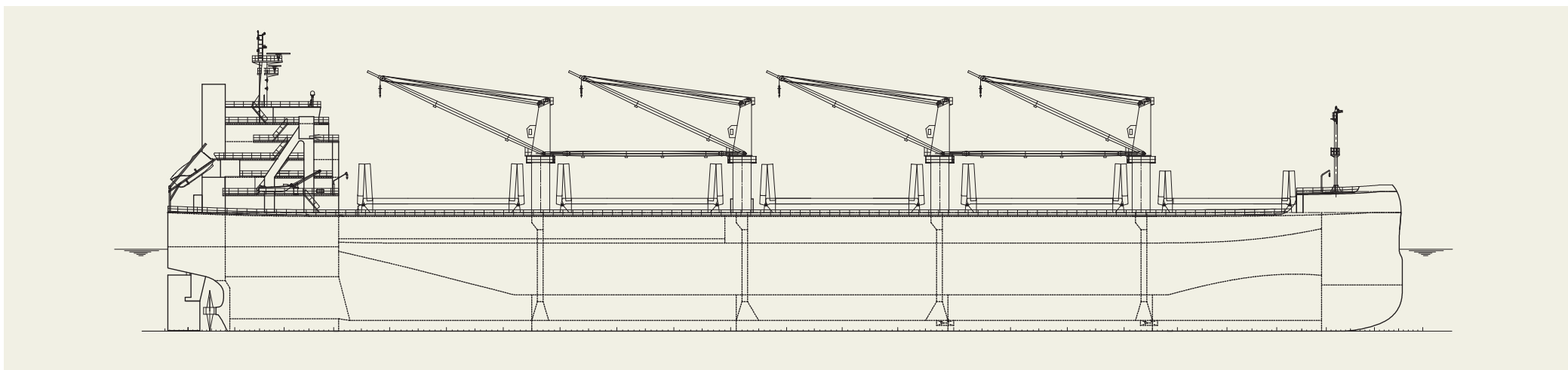
- Achieve a deadweight of over 63,000 MT with the shallowest draft in its category.
- With a cargo capacity of 79,000m³, it is capable of transporting large volumes of low-density cargo, such as grains, etc.

4. Comfortability

The original interior concept NEXT STYLE, utilizing exquisite design and indirect lighting, provides the crew with relaxation and comfort.

PRINCIPAL PARTICULARS

Length (o.a.)	200 m	Gross tonnage.....	36,000
Length (b.p.).....	32.26 m	Deadweight.....	63,300 mt
Depth (mld.).....	18.6 m	Loading capacity (grain).....	79,000 m ³
Draft (mld.).....	13.3 m	Builder:	Tsuneishi Shipbuilding Co., Ltd.



MARIMYR A 66,200 DWT TESS66 AEROLINE 45

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MARIMYR A 66,200 DWT TESS66 AEROLINE 45

Contents By Builder By Ship Type

The largest class Eco-ship in Ultramax category
The distinctive bow and accommodation house are designed with our exclusive and unique technology, called AEROLINE to reduce the wind resistance by approximately 20%. The largest class Eco-ship of the category, achieve a deadweight 66,200 MT with Panamax-sized breadth. Our new Ultramax tops its category with the design features: enhanced cargo capacity, fuel efficiency & environmental performance, and versatility.

Features

1. Fuel efficiency and environmental performance
 - Comply with EEDI Phase 3 regulations.
 - The unique and exclusive AEROLINE technology for the reduction of wind resistance is applied to the bow and accommodation house to improve the fuel efficiency at actual sea performance.
 - Equipped with the environmental technology devices to prevent the air pollution from the NOx and SOx emis-

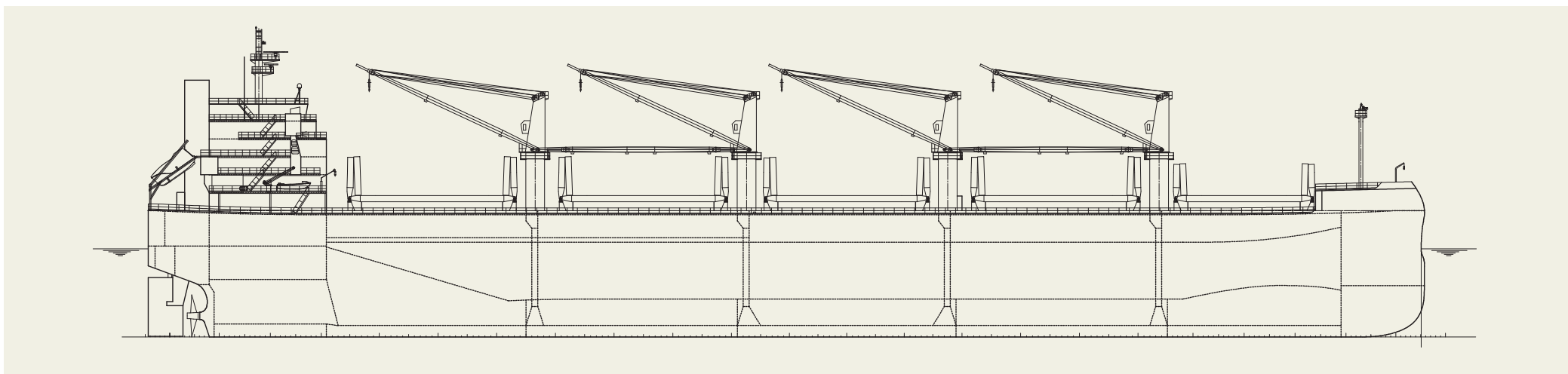
- sions and marine pollution from the oil spillages, etc.
 - The improved hull design allows for better fuel efficiency during both shallow and full draft operations.
2. Versatility
 - Versatility retained with the same length as TESS64, the breadth to pass through the Panama Canal.
 - The depth of 19.15m, and a suppressed air draft all lend to the operational flexibility.
 - Excellent trading flexibility for carrying the three major bulk cargoes of iron ore, grains, and coal, as well as hot coils.
 3. Loading performance

- The largest class deadweight capacity of Ultramax category, beyond 66,000 MT.
 - With hull design improvements and vessel weight reduction, loading capability has been enhanced.
 - Cargo capacity is 81,500m³, the largest in the Ultramax category.
4. Comfortability

The original interior concept NEXT STYLE, utilizing exquisite design and indirect lighting, provides the crew with relaxation and comfort. sions and marine pollution from the oil spillages, etc.

PRINCIPAL PARTICULARS

Length (o.a.)	200 m	Gross tonnage.....	36,900
Length (b.p.).....	32.25 m	Deadweight.....	66,200 mt
Depth (mld.).....	19.15 m	Loading capacity (grain).....	81,500 m ³
Draft (mld.).....	13.8 m	Builder:	Tsuneishi Shipbuilding Co., Ltd.



SALVIA ISLAND 42,200 DWT TESS42 57

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SALVIA ISLAND 42,200 DWT TESS42 **57**

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By Ship Type

New model at the forefront of larger handysize bulk carriers
We were at the first to address the new development of larger handysize bulk carrier with the deadweight of 42,200 MT. This is a new Eco-ship design developed by our exclusive and unique fuel efficiency technology together with the combinations of the versatility and popularity of the well-known TESS38 design.

Features

1. Fuel efficiency and environmental performance

- The unique hull form, which reduces resistance, is paired with our exclusive fuel-efficiency technologies to improve the ship's performance.
- Equipped with the environmental technologies devices to prevent the air pollution from the NOx and SOx emissions and marine pollution from the oil spillages, etc.

2. Versatility

- Versatility retained with the same length as TESS38.
 - Excellent trading flexibility for carrying the three major bulk cargoes of iron ore, grains, coal, as well as lumber, hot coils, sulfur, etc.
 - Apply semi-box-type cargo holds that are suitable for transporting steel products as well.
3. Loading performance
- Compared to TESS38, the deadweight capacity is in-

creased by approximately 2,000 MT at the same draft and by approximately 4,000 MT at full load.

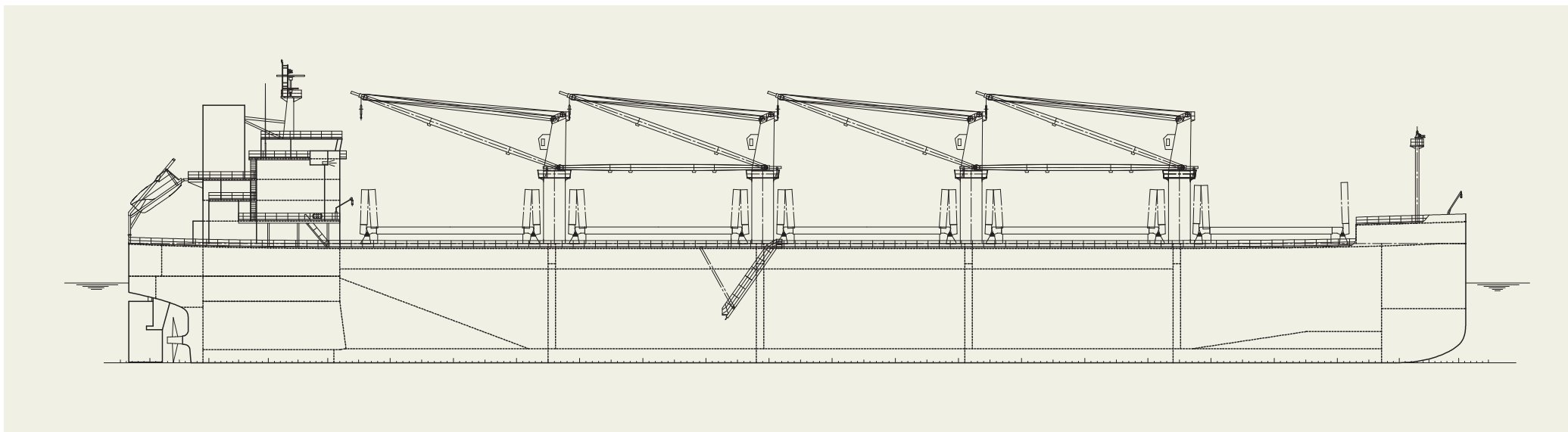
- With a cargo capacity of 52,400 m³, this ship can transport large volumes of low-density cargo, such as grains.

4. Comfortability

The original interior concept NEXT STYLE, utilizing exquisite design and indirect lighting, provides the crew with relaxation and comfort.

PRINCIPAL PARTICULARS

Length (o.a.)	180 m	Gross tonnage	26,700
Length (b.p.)	32.2 m	Deadweight	42,200 mt
Depth (mld.)	15.4 m	Loading capacity (grain)	52,400 m ³
Draft (mld.)	10.75 m	Builder:	Tsuneishi Shipbuilding Co., Ltd.



SUSTAINABLE EARTH 1,091 TEU Containership 66

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SUSTAINABLE EARTH 1,091 TEU Containership 66

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1,000 TEU-type container carrier with the best balance. The high cargo capacity combined with the top-class fuel efficiency is designed to maximize the benefits of the operators. This container carrier is the embodiment of optimum solutions for feeder transport.

Features

- Fuel efficiency and environmental performance
 - The unique hull form, which reduces resistance, is paired with our exclusive fuel-efficiency technologies to improve the ship's performance.
 - Equipped with the environmental technologies devices to prevent the air pollution from the NOx and SOx emissions and marine pollution from the oil spillages, etc.

2. Versatility

- As gross tonnage is less than 10,000, there is no need for a pilot in Japan's major ports.
- Equipped with reefer container sockets on both the upper deck and cargo holds. Some cargo holds can also load dangerous cargo containers.
- The accommodation house is located at the stern end.

This allows the crane to move smoothly and faster in loading / discharging operation.

3. Loading performance

- While keeping the compact principal particulars and stability, maximal loading capacity and actual loading capacity have been improved, compared to the previous design.

PRINCIPAL PARTICULARS

Length (o.a.)	146 m
Breadth (mld.)	23.25 m
Depth (mld.)	11.5 m

Draft (mld.)	8.5 m
Gross tonnage	less than 10,000
Loading capacity (container)	Max. 1,091 TEU
Builder:	Tsuneishi Shipbuilding Co., Ltd.

