PARNASSOS 301,000 DWT Crude Oil Tanker 16

PARNASSOS 301,000 DWT Crude Oil Tanker 16

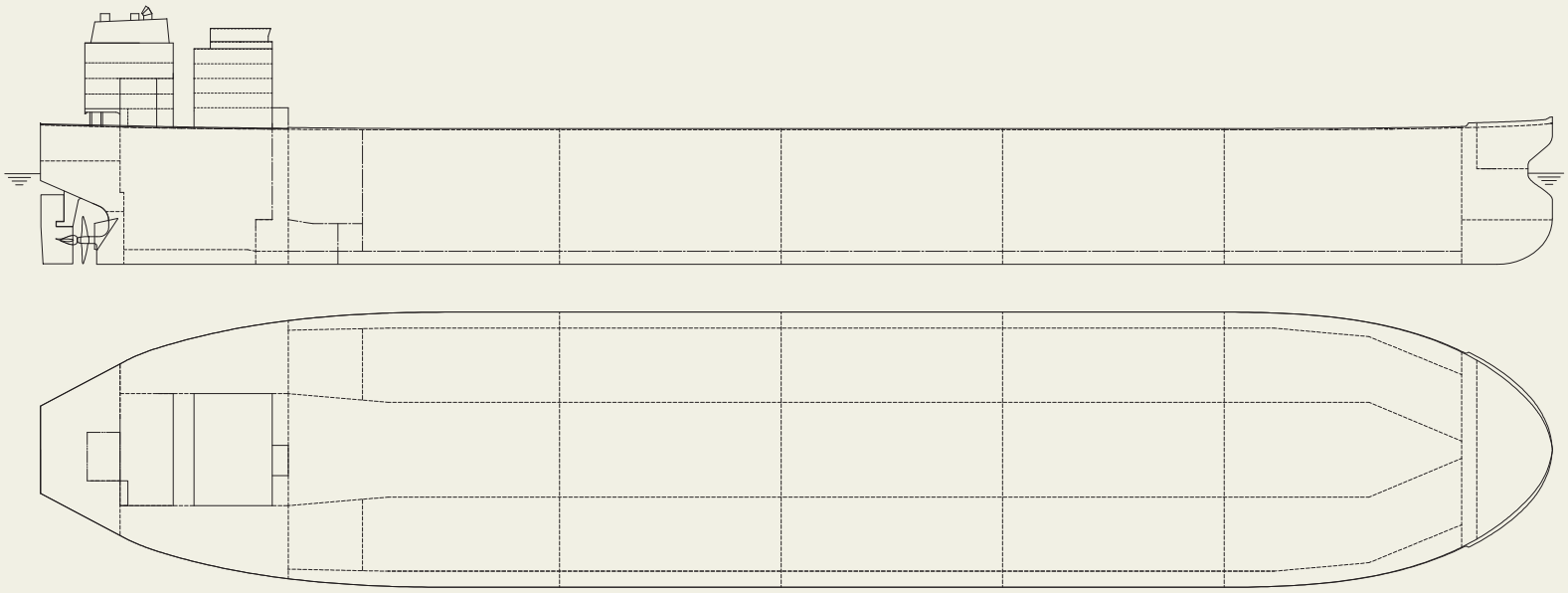
Japan Marine United Corporation (JMU) delivered "PARNASSOS", 301,000 DWT Crude Oil Tanker, at its Ariake Shipyard on 23rd January 2025.

Features

1. This vessel is the 2nd ship of newly developed next generation VLCC, "N-VLCC". It is designed as successor of JMU's conventional type VLCC that is hugely popular and constructed more than thirty-five (35) vessels. The principal particular of the vessel has been designed to provide flexibility for worldwide trade by achieving both compact hull form and largest deadweight at shallow draft.
2. JMU's own latest energy-saving devices – such as new "Super Stream Duct®", "SURF-BULB®", "ALV-Fin®" and "Ax-Bow®", which improve ship's performance on various actual sea status, has been adopted as its standard designs. Furthermore, by using MAN G-type electronically controlled main engine compliant with IMO NOx Tier III regulations and high efficiency propeller, it has drastically improved propulsion performance compared with previous generations.
3. The Energy Efficiency Design Index (EEDI) of the vessel has achieved Phase 3 (30% reduction from the reference line) by its efficient hull form and latest energy saving technologies. This challenge contributes to green environment by its eco-friendly performance. This vessel is equipped with SOx scrubber and SCR (Selective Catalytic Reduction) system, ensuring compliance with IMO regulations on SOx and NOx Tier III.

PRINCIPAL PARTICULARS

Length (o.a.)	330.00 m	Main engine	MAN B&W 6G80ME-C10.5-HPSCR
Breadth (mld.)	60.00 m	Complement	30
Depth (mld.)	29.35 m	Classification	ABS
Gross tonnage	157,208	Builder	Japan Marine United Corporation



IONIC SEMELI 158,600 DWT Crude Oil Tanker 17

IONIC SEMELI 158,600 DWT Crude Oil Tanker 17

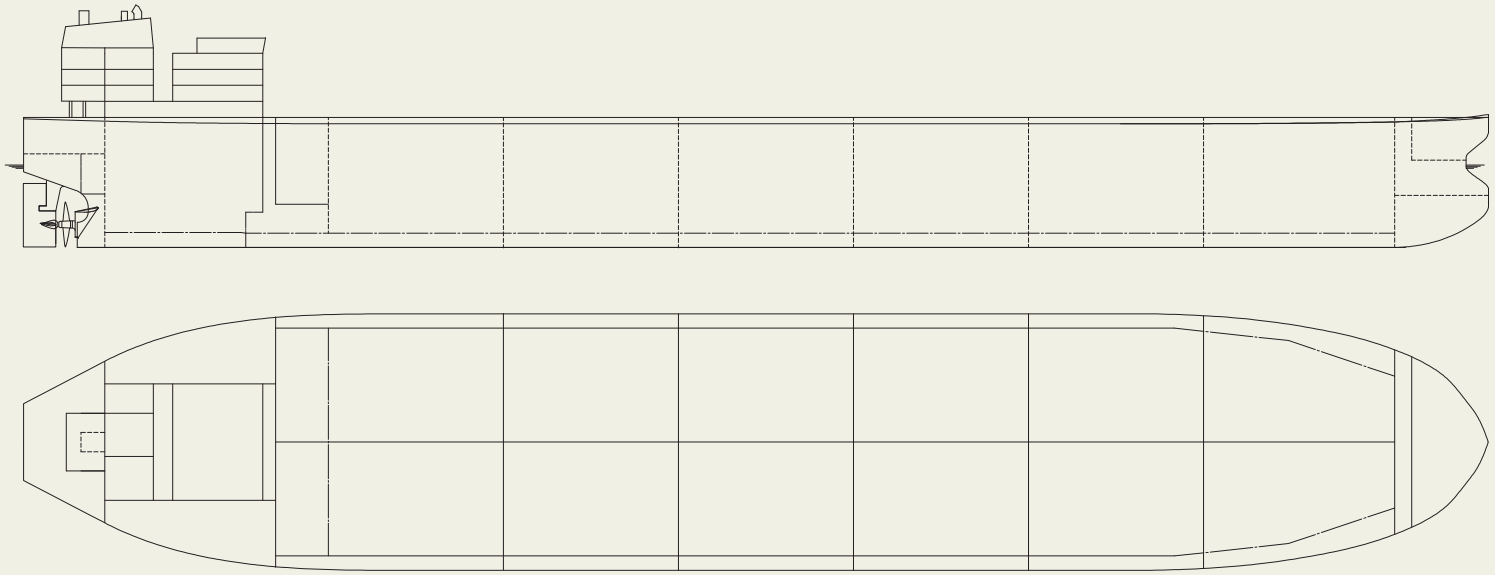
Japan Marine United Corporation (JMU) delivered "IONIC SEMELI", 158,600DWT Crude Oil Tanker, at its Tsu Shipyard on 23rd July 2025.

Features

1. This is the 3rd vessel of the newly developed Suezmax Tanker, that offers improved fuel efficiency and less environmental impact compared with previous generations. Its principal particulars have been designed to meet various market requirements and restriction of main ports around the world. It is a masterpiece of both JMU's latest technologies and all the expertise of oil carrier.
2. The vessel has not only high efficiency propellers but also JMU's original energy saving devices such as "Super Stream Duct®", "SURF-BULB®" and "ALV-Fin®", all of which are optimized to this particular hulls. Those technologies significantly improve propulsion performance and reduce fuel oil consumption. Moreover, both "Ax-Bow®", which reduces wave resistance, and low wind-resistance accommodations are applied to the vessel to improve performance in actual sea conditions.
3. The vessel complies with the Energy Efficiency Design Index (EEDI) Phase 3 (30% reduction from the reference line) by its hull form and latest energy saving devices. This challenge contributes to green environment by its drastically improved eco-friendly performance. The vessel complies with IMO NOx Tier III requirement and is also equipped with SOx scrubber to meet IMO SOx emission requirement.
4. To comply with various environmental regulations, the vessel has electronically controlled engines, a ballast water management system and an inventory of hazardous materials. Furthermore, low friction paints are applied on its hull. Also, both of its cargo oil and ballast water tanks are coated in accordance with the IMO PSPC requirements that improve the anticorrosive performance of the vessel.

PRINCIPAL PARTICULARS

Length (o.a.)	274.30 m	Main engine	MAN B&W 7S60ME-C10.6-EGRBP
Breadth (mld.)	48.00 m	Complement	28 persons
Depth (mld.)	23.15 m	Classification	LR
Gross tonnage	82,909	Builder	Japan Marine United Corporation



SPRING HARMONY 181,000 DWT Bulk Carrier 38

SPRING HARMONY 181,000 DWT Bulk Carrier 38

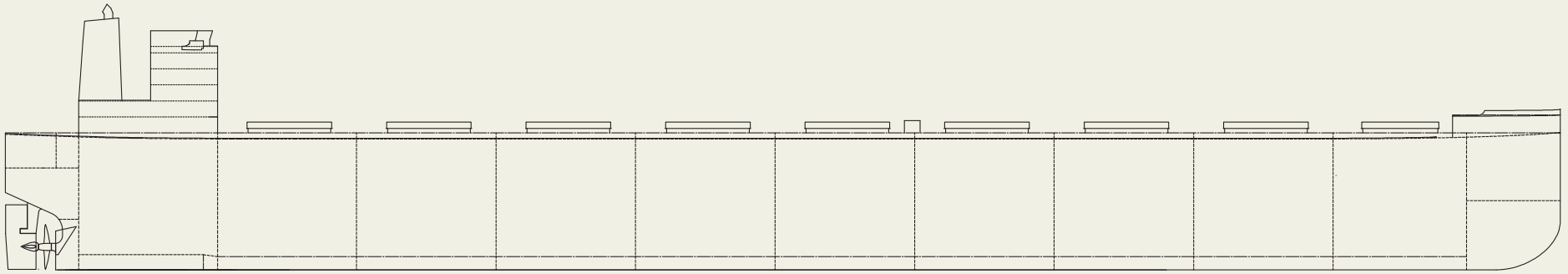
Japan Marine United Corporation (JMU) delivered "SPRING HARMONY", 181,000 DWT Bulk Carrier, at its Ariake Shipyard on 13th March 2024.

Features

1. This is the 4th vessel of 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 achieves high propulsion efficiency through its advanced lower resistance hull form and JMU's original energy saving devices. The vessel is equipped with high efficiency propellers as well as JMU's original energy saving devices such as "Super Stream Duct®", "SURF-BULB®", and "ALV-Fin®". Those technologies significantly improve propulsion performance. Moreover, both "LEADGE-Bow®", which reduces wave resistance, and a "low wind resistance shaped accommodation house" are applied to the vessel to improve performance in actual sea condition.
3. The Energy Efficiency Design Index (EEDI) of the vessel has achieved Phase 3 (30% reduction from the reference line) by its efficient hull form and the latest energy-saving devices. This challenge contributes to green environment by its eco-friendly performance. In addition, this vessel complies with IMO NOx Tier III requirement.
4. To comply with various eco-friendly regulations, the vessel has an electronically controlled engines, a ballast water management system, an inventory of hazardous materials and low friction paints applied on its hull.

PRINCIPAL PARTICULARS

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



MOUNT YOTEI 211,000 DWT Bulk Carrier 39

MOUNT YOTEI 211,000 DWT Bulk Carrier 39

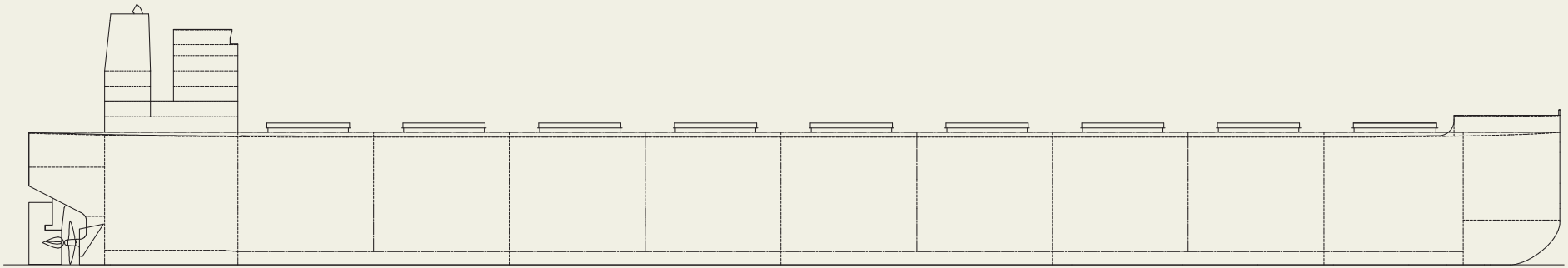
Japan Marine United Corporation (JMU) delivered "MOUNT YOTEI", 211,000DWT Bulk Carrier, at its Tsu Shipyard on 5th March 2025.

Features

1. This is the 2nd vessel of newly developed Newcastlemax type bulk carrier called "N211BC." It is designed as s uccessor of previous "J211BC" type, and it renowned for its exceptional performance as a cape-size bulk carrier for trade of iron ore and coal in Pacific area.
2. The vessel has JMU's original energy-saving devices such as "Super Stream Duct®", "SURF-BULB®", and "ALV-Fin®", all of which are optimized to this particular hulls. Those technologies significantly improve propulsion performance. Moreover, a unique bow shape "LEADGE-Bow®", which reduces wave resistance, improves performance in various actual sea condition.
3. The Energy Efficiency Design Index (EEDI) of the subject vessel has achieved Phase 3 (30% reduction from the reference line) by application of its hull form and the latest energy saving technologies. This challenge contributes to green environment by its eco-friendly performance. The vessel is equipped with a SOx scrubber so as to have flexibility in use of fuel. It ensures compliance with the SOx emission regulations that have been enforced all over the world except for designated sea area. In addition, this vessel complies with IMO NOx Tier III requirement.

PRINCIPAL PARTICULARS

Length (o.a.)	Max. 299.99 m	Main engine	MAN-B&W 7S60ME-C10.6-HPSCR
Breadth (mld.)	50.00 m	Complement	25
Depth (mld.)	25.00 m	Classification	ABS
Gross tonnage	108,999	Builder	Japan Marine United Corporation



SG TWILIGHT LNG Dual Fueled 210,000 DWT Bulk Carrier 40

Japan Marine United Corporation

SG TWILIGHT LNG Dual Fueled 210,000 DWT Bulk Carrier 40

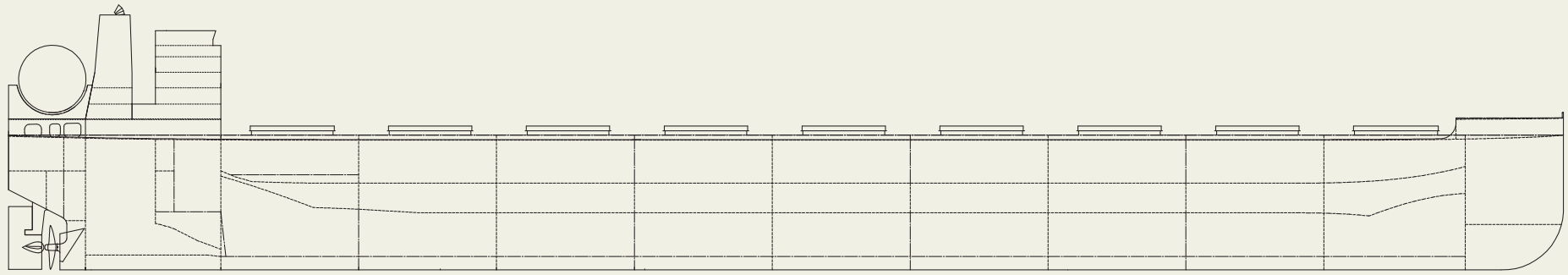
Japan Marine United Corporation (JMU) delivered "SG TWILIGHT", LNG Dual Fueled 210,000 DWT Bulk Carrier, at its Tsu Shipyard on 4th February 2025.

Features

1. This is the 3rd vessel called "N210-BC-DF Type" which is pioneer of Capesize Bulk carriers equipped with LNG dual-fueled diesel engine. It is expected to reduce 25%~30% of CO_2 emissions by using LNG fuel instead of heavy fuel oil. In addition, the vessel complies with IMO Tier III NOx regulations and its Energy Efficiency Design Index (EEDI) has achieved more than 40% in reduction rate against the reference line of EEDI.
2. JMU's latest hull form for conventional fueled vessel, that is less resistance and high efficiency, has been utilized for the vessel as well and JMU's original energy efficiency devices such as "Super Stream Duct®", "SURF-BULB®", "ALV-Fin®" and "Twisted Rupas® Rudder" are installed at the stern section. The unique bow design "LEADGE-Bow®" is also adopted. Those design and equipment contribute to high performance in fuel consumption.
3. The fuel preparation room and LNG fuel tank are located in engine room and on aft side of the vessel respectively. Such arrangement achieves large cargo capacity equivalent to conventional fueled vessels, and it contributes to high efficiency on transportation.
4. The main engine is 7X62DF-2.1, the latest model of WinGD's dual-fuel engine and having the iCER (Intelligent Control by Exhaust gas Recycling) system. This main engine achieves low fuel consumption, and less methane slip gas (GHG) emissions. It is low pressure type engine and available to simplify fuel gas supply system which is used not only for main engine but also for generator engine and auxiliary boiler. It helps to achieve efficient equipment space and reduction of electric power demand.
5. The generator engine and auxiliary boiler are also dual-fuel type to extensively use clean LNG fuel. Therefore, the vessel can effectively utilize natural boil-off gas (NBOG) generated in the LNG fuel tank without any waste of LNG fuel. The inner pressure of the LNG fuel tank can be easily managed by the crew during ship operation.
6. A vessel monitoring system developed by JMU (Sea-Navi®2.0) is also adopted. The system monitors various kinds of data during navigation including condition of fuel gas supply system. It makes the ship's crews available to obtain support from shore side and workload of the ship's crews can be reduced.

PRINCIPAL PARTICULARS

Length (o.a.)	299.99 m	Main engine	WinGD 7X62DF-2.1
Breadth (mld.)	50.00 m	Speed (service)	14.00 knots
Depth (mld.)	25.00 m	Complement	25 persons
Gross tonnage	110,334	Classification	NK
		Builder	Japan Marine United Corporation



THERESA BLISS 82,400 DWT Bulk Carrier 48

THERESA BLISS 82,400 DWT Bulk Carrier 48

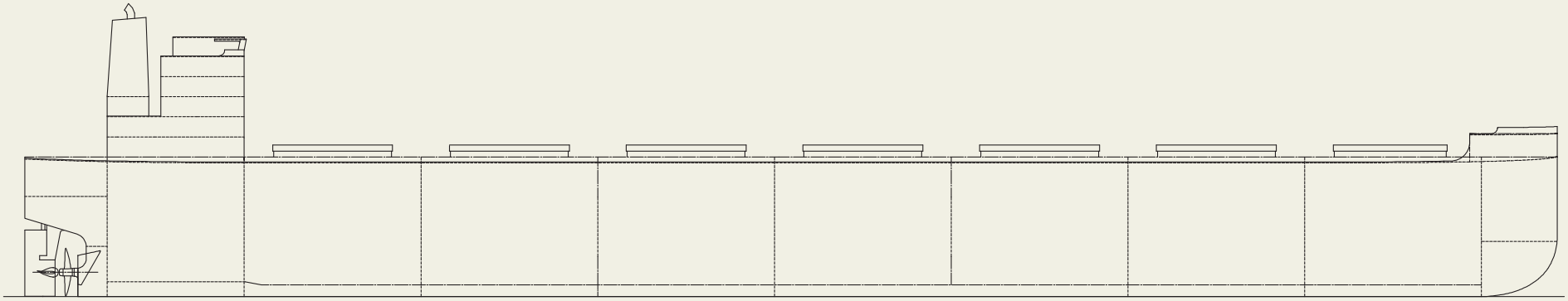
Japan Marine United Corporation (JMU) delivered "THERESA BLISS", 82,400 DWT Bulk Carrier, at its Kure Shipyard on 25th July 2025.

Features

1. This is the JMU's Panamax bulk carrier, called "J82BC". It is designed as a successor of previous type "G81BC". The greatest feature of this vessel is its achievement of increased deadweight capacity and improved fuel efficiency compared with our previous ships, despite additional compliance with latest regulations such as CSR-BC&OT and NOx Tier III. It is a well-balanced design that meets modern regulations without compromising operational performance.
2. This vessel has JMU's original energy-saving devices such as "Super Stream Duct®", "SURF-BULB®", and "ALV-Fin®", all of which are optimized to particular hulls. Those technologies significantly improve propulsion performance. Moreover, a "low resistance shaped accommodation house" are applied to the vessel to improve performance in actual sea condition.
3. The vessel complies with Phase 2 of the Energy Efficiency Design Index (EEDI), a regulation for reducing greenhouse gas emission.

PRINCIPAL PARTICULARS

Length (o.a.)	229.00 m	Main engine	MAN B&W 6S60ME-C8.5-EGRBP
Breadth (mld.)	32.26 m	Complement	25
Depth (mld.)	20.20 m	Classification	NK
Gross tonnage	82,377	Builder	Japan Marine United Corporation



INTERASIA TACTIC 3,055 TEU Containership 76

INTERASIA TACTIC 3,055 TEU Containership 76

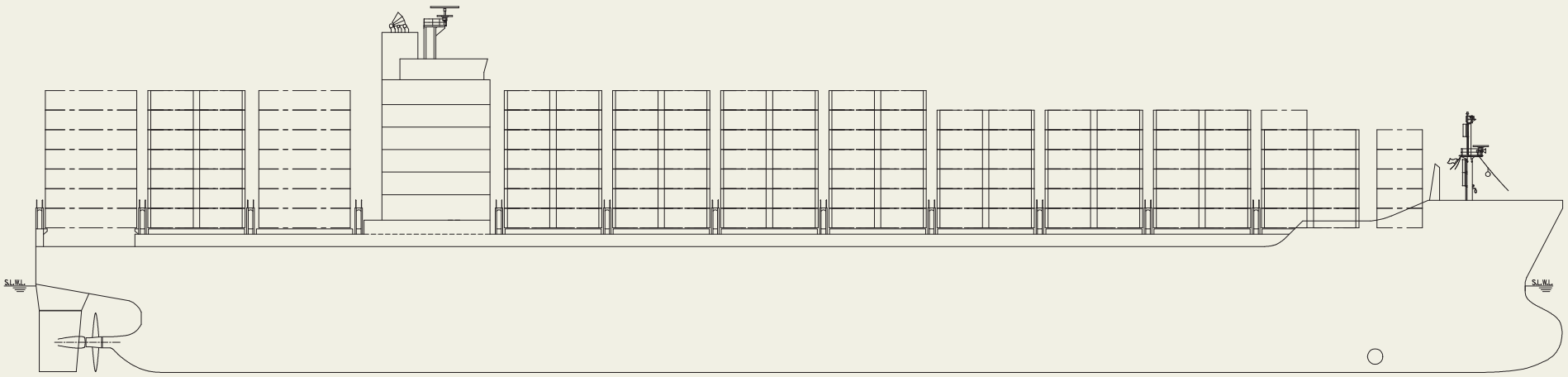
Japan Marine United Corporation (JMU) delivered "INTERASIA TACTIC", 3,055 TEU Containership, at its Kure Shipyard on 27th June 2025.

Features

1. This is a feeder container ship newly developed by JMU with loading capacity of 3,055TEU (12 rows and 6 tiers in cargo hold, 14 rows and 7 tiers on deck). The vessel is optimally designed for medium to long distance route, since volume of seaborne trade in and to/from Asian countries is increasing. JMU's engineering technology has achieved both large cargo capacity for such increasing demand and navigation performance which enables its punctual navigation. The vessel has significantly improved eco-friendly and operational performance compared with previous vessels.
2. The vessel achieves high propulsion efficiency through its advanced lower resistance hull form and JMU's original energy saving devices such as "ALV-Fin®" and "LV-Fin".
3. MAN-B&W's latest electronically controlled main engine, Mark 10.5 and inverter-controlled cooling sea water pump are installed and contribute to reduce vessel's fuel oil c onsumption.
4. The vessel has INS (Integrated Navigation System) and fully enclosed navigation bridge which improve safety and convenience during voyage and berthing/unberthing operation.
5. In addition, CCTV camera system is equipped for navigation assistance and engine room monitoring. The system contributes to improve safety of the vessel operation and its crew.
6. The vessel complies with various eco-friendly regulations, such as being equipped with ballast water treatment systems and maintaining an inventory of hazardous materials.

PRINCIPAL PARTICULARS

Length (o.a.)	203.50 m	Main engine	MAN B&W 7S70ME-C10.5
Breadth (mld.)	34.80 m	Complement	25 persons
Depth (mld.)	16.60 m	Classification	DNV
Gross tonnage	30,676	Builder	Japan Marine United Corporation



MAERSK EL BOSQUE 12,800 TEU Containership 77

MAERSK EL BOSQUE 12,800 TEU Containership 77

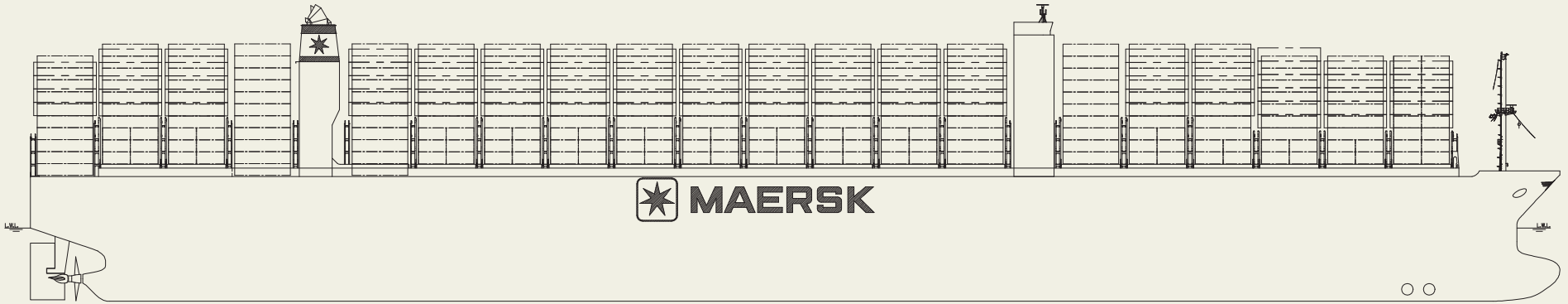
Japan Marine United Corporation (JMU) delivered "MAERSK EL BOSQUE", 12,800TEU Containership, at its Kure Shipyard on 19th March 2025.

Features

1. This vessel is a Methanol Ready vessel, a step toward next-generation fuels, and the NK Fuel Ready (MA FR(C)) Notation is allocated.
2. Its optimal hull form pursues high efficiency in the frequent operation speeds and drafts. Furthermore, JMU's original energy saving devises such as "SURF-BULB®", "ALV-Fin®" and "Rupas® rudder", are installed. Those design and technologies, brought by JMU's expertise so far, make the vessel extremely high fuel efficiency despite such a large hull size.
3. The Energy Efficiency Design Index (EEDI) of the vessel has achieved Phase 3 (reduction rate of 50% or more from the reference line). In addition, the vessel complied with IMO NOx Tier III requirement and is also equipped with an EGCS SOx scrubber to meet IMO SOx emission requirement. Furthermore, in response to eco-friendly regulations, the vessel has an inventory of hazardous materials, the NK EA+ Notation, and is also equipped with AMP (Alternative Maritime Power), which allow the diesel generator to be shut down during cargo handling at port.
4. According to the increase of demand for reefer container transport in recent years, the vessel is available to load up to 2,500 Units of reefer containers.
5. The brittle crack arrest technology for extremely thick, high-strength steel plates has been applied, which improves safety of the hull structure without sacrificing loading efficiency.
6. This vessel obtained NK DSS (EE2+Sn, MM, CNS, SM) Notation, which is granted to vessels applying advanced digital technology.

PRINCIPAL PARTICULARS

Length (o.a.)	335.00 m	Main engine	MAN-B&W 7G95ME-C10.5-EGRTC
Breadth (mld.)	51.00 m	Complement	30 persons
Depth (mld.)	27.10 m	Classification	NK
Gross tonnage	127,814	Builder	Japan Marine United Corporation



ONE INSPIRATION 24,000 TEU Containership 78

ONE INSPIRATION 24,000 TEU Containership 78

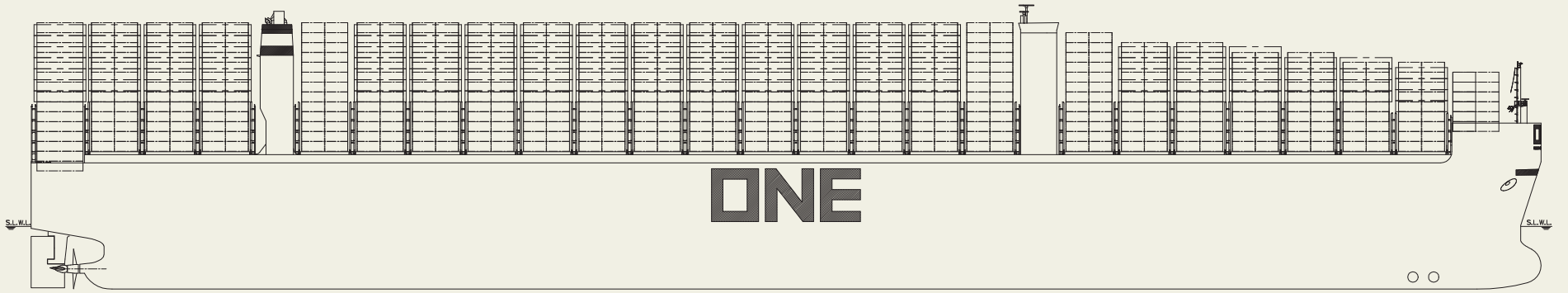
Japan Marine United Corporation (JMU) delivered "ONE INSPIRATION", 24,000 TEU Containership, at its Kure Shipyard on 6th December 2023.

Features

1. This is the 2nd Vessel of newly developed 24,000TEU type Containership, the world's largest class vessel in cargo capacity. The vessel achieves all the performance of eco-friendly, cargo capacity and fuel efficiency at a high level and is designed to navigate in most of sea area.
2. JMU's original energy saving devises such as "SURF-BULB®", "ALV-Fin®" and "Rupas® rudder", are installed. Those design and technologies, brought by JMU's expertise so far, make the vessel extremely high fuel efficiency despite such a large hull size.
3. The Energy Efficiency Design Index (EEDI) of the vessel has achieved Phase 3 (reduction rate of 50% or more from the reference line). Also, to meet tightening global environmental regulations, this vessel has various environmentally friendly features 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.
4. The brittle crack arrest technology in extremely thick, high strength steel plates has been applied to such a largest vessel for the first time in the world, which improves safety of the hull structure without sacrificing loading efficiency.
5. 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 of the vessel.
6. In order to improve performance in the actual sea condition, "Bow Wind Cover" is equipped. In addition, container loading onto the mooring deck inside the Bow Wind Cover is possible, which is the first time in the world.
7. 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.
8. The voyage assistance and monitoring for the engine room by CCTV camera system is provided for improved safety.
9. As cyber security measure, DNV Cyber Secure Notation has been allocated.

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
Gross tonnage	235,311	Builder	Japan Marine United Corporation



RYOFU MARU (IV) Research Vessel 89

RYOFU MARU (IV) Research Vessel 89

The oceanographic and meteorological research vessel "RYOFU MARU" (IV) was built at its Isogo Works, Yokohama Shipyard of Japan Marine United Corporation (JMU), and delivered to Japan Meteorological Agency (JMA) in March 2024.

Features

1. JMA, a Japanese government agency, owns and operates two oceanographic and meteorological research vessels. The new "RYOFU MARU" (IV) was built to replace the third-generation vessel of the same name. This new vessel is expected to play a vital role in the long-term continuous observation of the global environment and climate change, as well as in the monitoring of meteorological phenomena at sea.
2. The detailed design was developed through extensive collaboration among JMA, supervising engineers, and JMU to ensure greater usability. In particular, the operability of research facilities was optimized by incorporating feedback from the ship's crew. A women-only compartment has also been provided to create a comfortable environment for every crew member.
3. The propulsion system combines a diesel-powered controllable pitch propeller and an electric-powered azimuth thruster. The azimuth thruster, which can rotate 360°, functions as a counter-rotating propeller for straight navigation, and as a rudder/side truster for maneuverings. This system enhances energy efficiency during transit and provides highly controllable maneuverability during scientific observations.

PRINCIPAL PARTICULARS

Length (o.a.)	85.63 m
Length (b.p.)	76.30 m
Breadth (mld.)	14.00 m
Depth (mld.)	6.40 m
Draft (mld.)	4.80 m
Gross tonnage	2,373
Main engine	DAIHATSU DIESEL 6DKM-26eL x 1set
MCR (kw x rpm)	1,800 kW x 750 min^{-1}
Speed (service)	14.0 knots
Complement	48
Builder	Japan Marine United Corporation