

VERDE HERALDO 209,000 MT Bulk Carrier 36



Contents



By Builder



By Ship Type





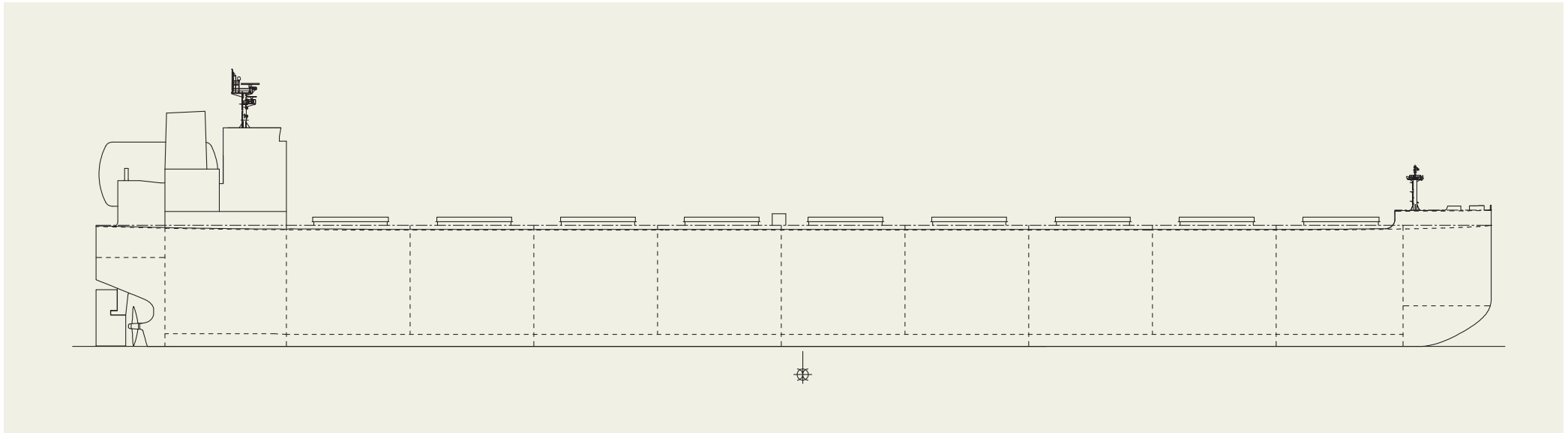
Contents



By Builder



By Ship Type

VERDE HERALDO 209,000 MT Bulk Carrier 36**PRINCIPAL PARTICULARS**

| | | | |
|---------------------|----------|-----------------------|---|
| Length (o.a.)..... | 299.99 m | Deadweight | 210,321 tons |
| Breadth (mld.)..... | 50.00 m | Main engine..... | 7S60ME-C10.5-GI |
| Depth (mld.)..... | 25.00 m | Speed (service) | abt.14.0 knots |
| Gross tonnage | 110,708 | Classification..... | NK |
| | | Builder..... | Imabari Shipbuilding Co., Ltd. / Saijo Shipyard |



CAPE SUZURAN 181,000 MT Bulk Carrier 37



Contents



By Builder



By Ship Type





Contents

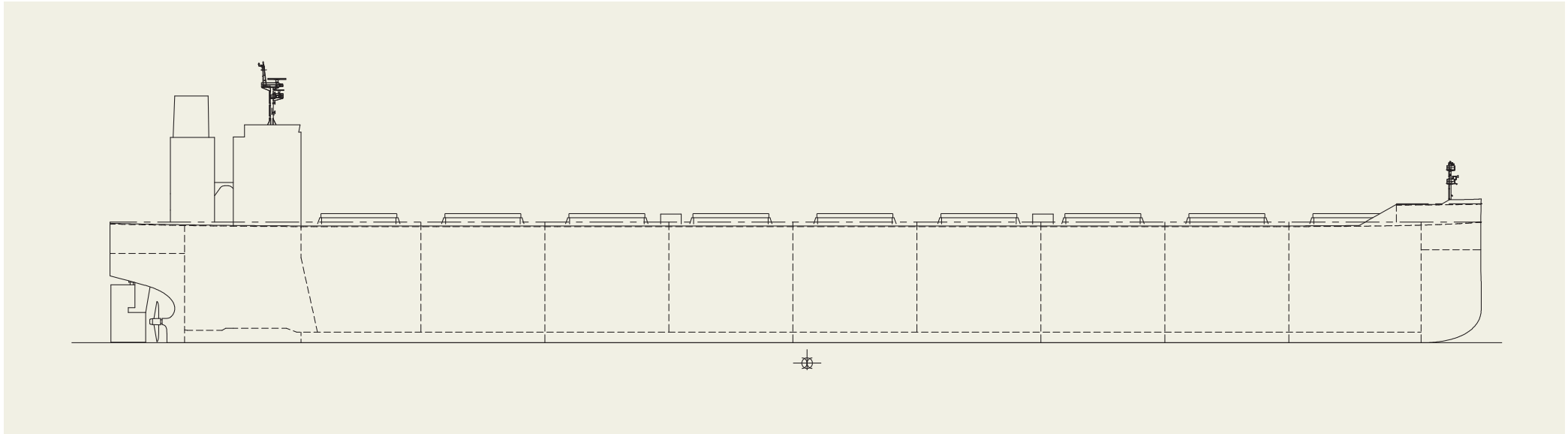


By Builder



By Ship Type

CAPE SUZURAN 181,000 MT Bulk Carrier 37



PRINCIPAL PARTICULARS

| | | | |
|---------------------|----------|-----------------------|---|
| Length (o.a.)..... | 291.96 m | Deadweight | 182,098 tons |
| Breadth (mld.)..... | 45.00 m | Main engine..... | 7S60ME-C10.6 |
| Depth (mld.)..... | 24.70 m | Speed (service) | abt.13.65 knots |
| Gross tonnage | 94,321 | Classification..... | NK |
| | | Builder..... | Imabari Shipbuilding Co., Ltd. / Saijo Shipyard |



SPRING HARMONY

181,000 DWT Bulk Carrier 38



Contents



By Builder



By Ship Type



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

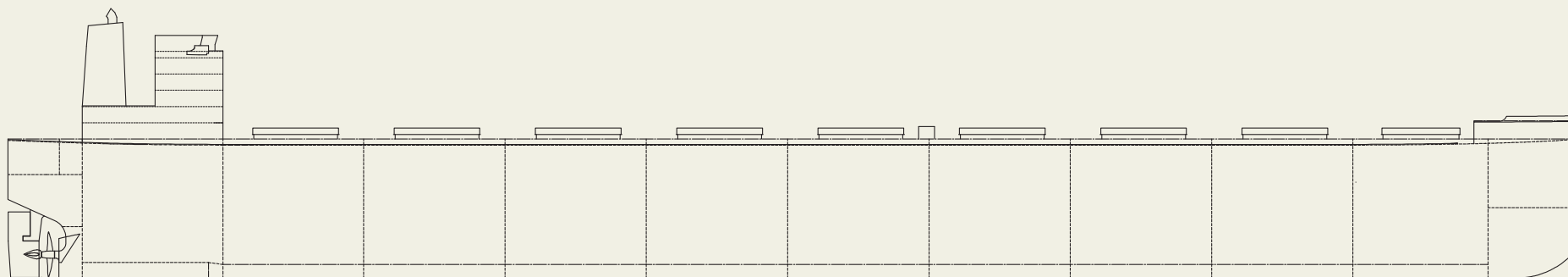
reduces wave resistance, and a “low wind resistance shaped accommodation house” are applied to the vessel to improve performance in actual sea condition.

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 | Gross tonnage | 93,367 |
| 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 |
| | | Builder..... | Japan Marine United Corporation |



MOUNT YOTEI 211,000 DWT Bulk Carrier 39



Contents



By Builder



By Ship Type





Contents



By Builder



By Ship Type

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 successor 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.

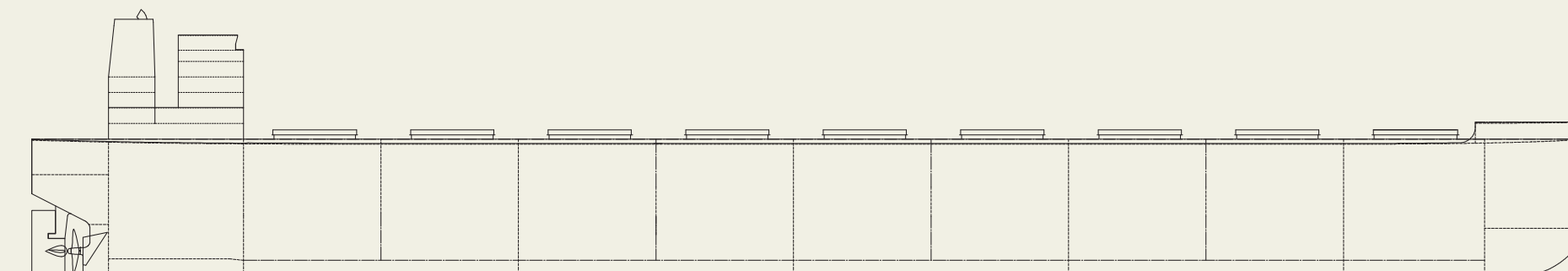
2. The vessel has JMU’s original energy-saving devices such as “Super Stream Duct®”, “SURF-BULB®”, and “ALV-Fin®”, all of which are optimized to this particular hulls. Those technologies significantly improve propulsion performance. Moreover, a unique bow shape “LEADGE-Bow®”, which reduces

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



Contents



By Builder



By Ship Type



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 CO₂ 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

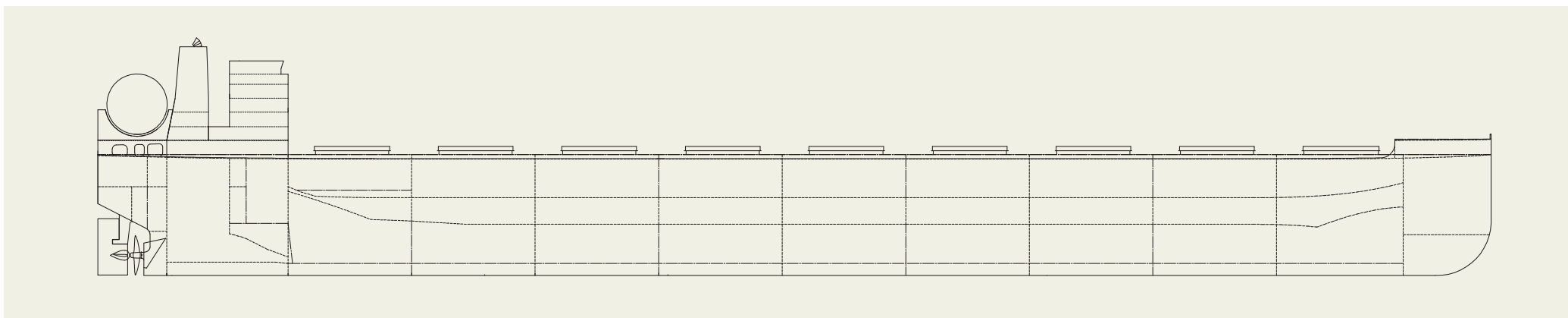
dual-fuel engine and having the iCER (Intelligent Control by Exhaust gas Recycling) system. This main engine achieves low fuel consumption, and less methane slip gas (GHG) emissions. It is low pressure type engine and available to simplify fuel gas supply system which is used not only for main engine 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 |
| Breadth (mld.)..... | 50.00 m |
| Depth (mld.)..... | 25.00 m |
| Gross tonnage | 110,334 |

| | |
|-----------------------|---------------------------------|
| Main engine..... | WinGD 7X62DF-2.1 |
| Speed (service) | 14.00 knots |
| Complement | 25 persons |
| Classification..... | NK |
| Builder..... | Japan Marine United Corporation |



GLOBAL FUTURE

 182,613 DWT Bulk Carrier 41


Contents



By Builder



By Ship Type



PRINCIPAL PARTICULARS

| | | | | | |
|---------------------|----------|--------------------|----------------------------|---------------------|-------------------------------|
| Length (o.a.)..... | 291.92 m | Gross tonnage..... | 94,783 | Complement..... | 25 |
| Breadth (mld.)..... | 45.00 m | Deadweight..... | 182,613 t | Classification..... | Nippon Kaiji Kyokai (NK) |
| Draft (mld.)..... | 18.20 m | Main engine..... | MAN B&W 7S60ME-C10.6-EGRBP | Builder..... | Namura Shipbuilding Co., Ltd. |

SG SUNRISE

211,474 DWT LNG-DF Bulk Carrier

42



Contents



By Builder



By Ship Type



PRINCIPAL PARTICULARS

| | | | | | |
|---------------------|----------|--------------------|-------------------------------|---------------------|-------------------------------|
| Length (o.a.)..... | 299.92 m | Gross tonnage..... | 112,097 | Complement..... | 28 |
| Breadth (mld.)..... | 50.00 m | Deadweight..... | 211,474 t | Classification..... | Nippon Kaiji Kyokai (NK) |
| Draft (mld.)..... | 18.60 m | Main engine..... | MAN B&W 6G70ME-C10.5-GI-EGRBP | Builder..... | Namura Shipbuilding Co., Ltd. |