

TRANS HARMONY GREEN

3,000 Cars LNG-Fueled Ro/Ro Cargo Ship 84



Contents



By Builder



By Ship Type



TRANS HARMONY GREEN 3,000 Cars LNG-Fueled Ro/Ro Cargo Ship 84

“TRANS HARMONY GREEN” is a 3,000-Cars LNG-Fueled Roll On/Off type Cargo ship designed and built at Shimonoseki Shipyard & Machinery Works of Mitsubishi Shipbuilding Co., Ltd. and delivered to TOYOFUJI SHIPPING CO., LTD. on 31st January 2025. The ship is equipped with a dual-fuel engine which is capable of operating by LNG and light oil. Compared with heavy-oil-fueled ships of the same size, the ship will reduce CO2 emissions by 25%, including the effects of hull form improvements.

Additionally, Sox emissions are expected to decrease by 99%, thereby contributing to reduce the ship’s environmental footprint. The ship is also designed to improve working and

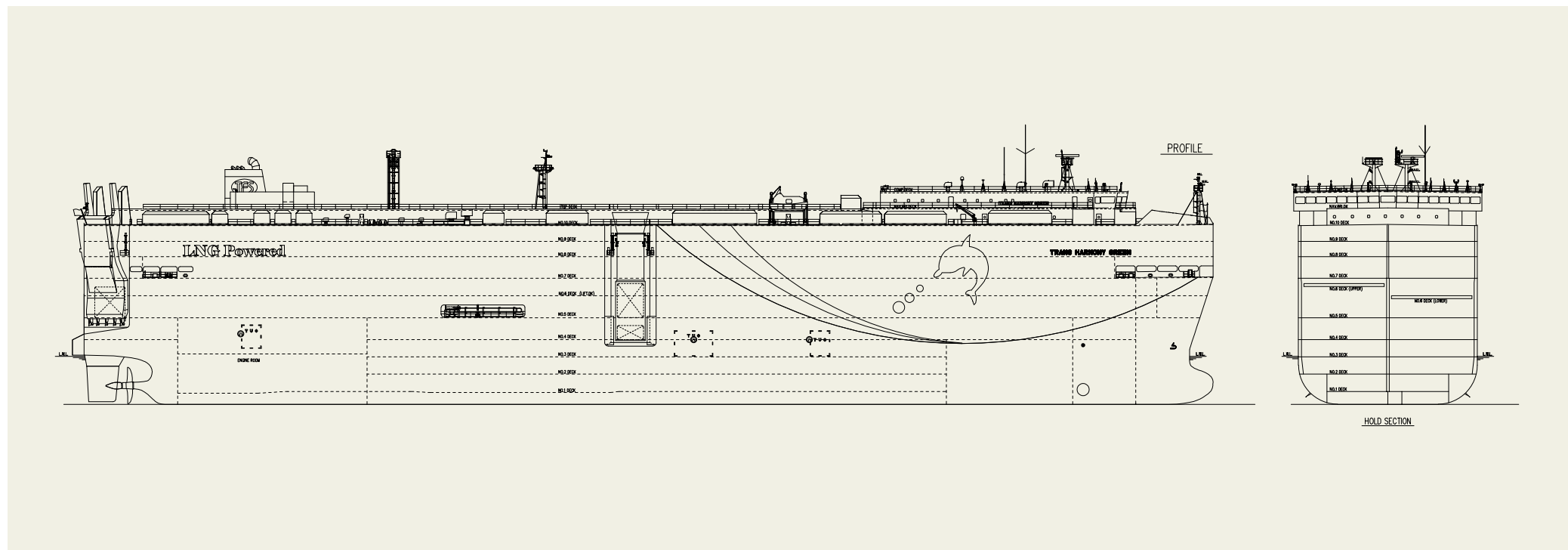
PRINCIPAL PARTICULARS

Length (o.a.)	195.00 m
Length (b.p.)	185.00 m
Breadth (mld.)	30.60 m
Depth (mld.)	30.56 m
Draft (mld.)	8.50 m
Gross tonnage	49,264

Deadweight	14,016 t
Main engine	Mitsui E&S 6S60ME-C10.5-G1 x 1set
Speed (service)	Abt. 19.5 knots
Complement	33 p
Classification	NK
Loading capacity	Toyota crown 3,000 units
Builder	Mitsubishi Shipbuilding Co., Ltd.

residential environment for crews with some cabins taken infection-control measures, an onboard network environment,

skylights in mess room, and other improvements. The ship serves as a RO/RO cargo ship Southeast Asian shipping route.



KARIYUSHI II 7,284 MT Ro/Ro Cargo Ship 85



Contents



By Builder



By Ship Type





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KARIYUSHI II 7,284 MT Ro/Ro Cargo Ship 85

Onomichi Dockyard Co., Ltd. delivered the roll-on/roll-off cargo ship KARIYUSHI II in July 2024.

Features

1. The earth-friendly type ship features an electrically controlled type engine, a frequency controlled type motor, and LED lighting.
2. The revolutionary automatic lashing system called “SharLock” developed by Onomichi Dockyard dramatically reduces the time and labor required for lashing operations. The system consists of 408 lashing belt reels installed under upper and lower holds, and the chassises are tightened by easy-handling levers for compressed air cylinders.
3. In order to use space efficiently, the slope is located above

PRINCIPAL PARTICULARS

Length (o.a.).....	181.51 m	MCR (kw x rpm).....	14,960 kW x 135.0 min ⁻¹
Length (b.p.).....	167.80 m	NOR (kw x rpm).....	12,720 kW x 127.9 min ⁻¹
Breadth (mld.).....	26.00 m	Speed (service).....	21.3 knots
Depth (mld.).....	10.00 m	Complement.....	22
Draft (mld.).....	6.70 m	Classification.....	NK
Gross tonnage.....	11,614	Loading capacity (container).....	168
Deadweight.....	7,284 MT	(car/vehicle).....	281
Main engine.....	MAN-B & W 9S50ME-C8.5	Builder.....	Onomichi Dockyard Co., Ltd.

the main engine to maximize the engine room and deck space usage, a method patented by Onomichi Dockyard Co.,

Ltd. to increase the capacity of cargo space.

