



seaspan
CORPORATION

SSW
LISTED
NYSE

IUMI Presentation ◀

Size Matters

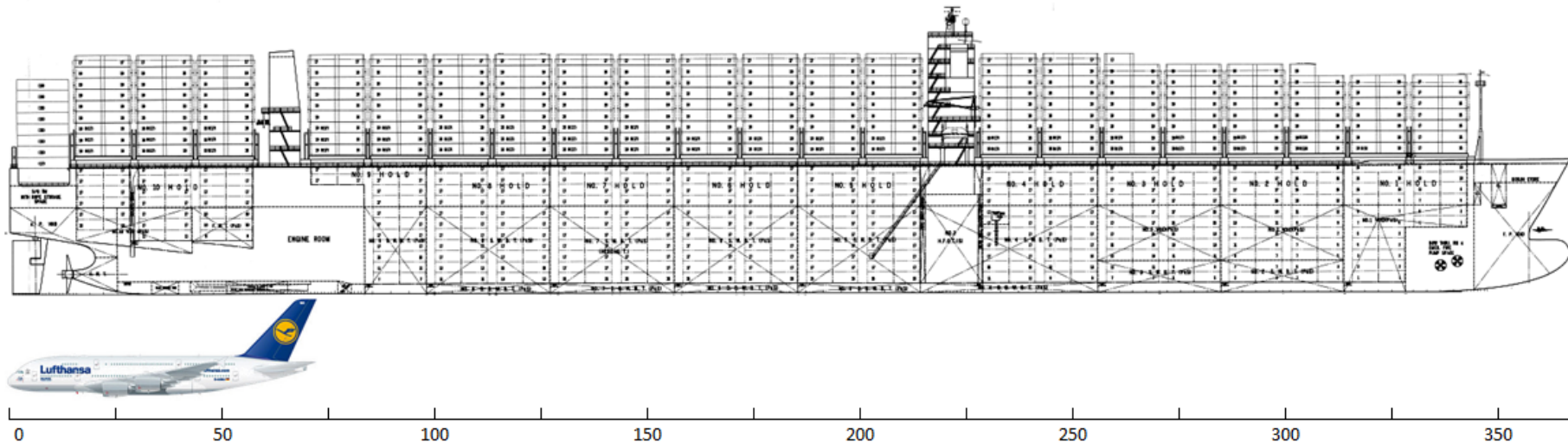


- ▶ CSCL Zeebrugge & CSCL Long Beach
 - ▶ Largest vessels in delivered Fleet
 - ▶ Cargo capacity of 9,600 TEU



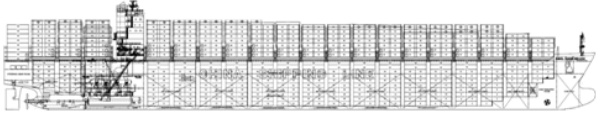

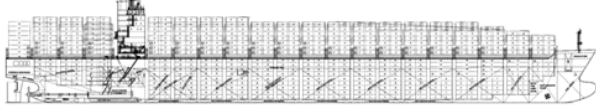

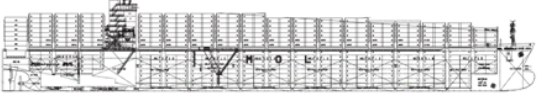

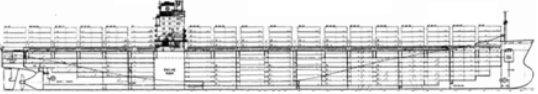



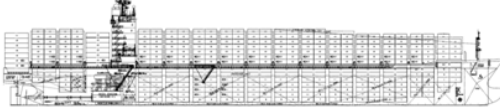

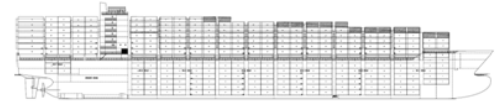

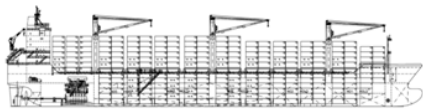

A Comparison to Scale

- ▶ At 73 Meters in length, 24 Meters in height, and a takeoff weight of 560 tons; the Airbus A380 is the largest and heaviest passenger aircraft in the world.

This is how it compares to a Seaspam 13100TEU Container Ship...



A Comparison in Fleets

8		13100 TEU Container Ship 2011 - 2012 11.6% of the Seaspan Fleet	Airbus A380-800	
2		9600 TEU Container Ship 2007 2.9% of the Seaspan Fleet	Boeing 747-400	
10		8500 TEU Container Ship 2004-2011 14.5% of the Seaspan Fleet	Airbus A340-600	
4		5100 TEU Container Ship 2011-2012 5.8% of the Seaspan Fleet	Airbus A340-300	
4		4800 TEU Container Ship 2009-2010 5.8% of the Seaspan Fleet	Airbus A330-300	
5		4500 TEU Container Ship 2010-2011 7.3% of the Seaspan Fleet	Airbus A321-100/2	
24		4250 TEU Container Ship 2011-2012 34.8% of the Seaspan Fleet	Airbus A320-200	
2		3500 TEU Container Ship 2011-2012 2.9% of the Seaspan Fleet	Airbus 319-100	
10		2500 TEU Container Ship 2011-2012 14.5% of the Seaspan Fleet	Boeing 737-500	

Seaspan's Builders

- ▶ Samsung Heavy Industries



- ▶ Hyundai Heavy Industries
South Korea



- ▶ Yangzijiang Shipbuilding
China



- ▶ Zhejiang Shipbuilding
China



SHI - Leadership for Green Policies & Performance Development



▶ Traditional Improvement

-Dimension Optimization, Hull Type Decision, Weight Reduction etc

▶ Machinery & System Development

-M/E Optimization, Waste Heat Recovery Systems etc

▶ Application of Enhanced Technology

-Bow and Aft Hull Modification, Specially Designed Propellers etc.

S.A.V.E.R. – Seaspan Action on Vessel Energy Reduction

- DNV Clean or Clean Design notation ✓
- DNV Triple E ✓
- DNV COMF-V (3) C(3) ✓
- ILO MLC 2006 ✓
- IHM – Safe Ship Recycling ✓



Machinery & Systems

- Electronic main engine ✓
- Turbo charger cut out (1 in 3) ✓
- Fuel system 2 – 600 cSt @ 40C ✓
- MOBAS (management of bilge & sludge) ✓
- MODE (management of domestic effluent) ✓
- Flexible FO & LO tanks ✓
- Energy efficient lighting systems ✓
- Frequency controlled ER Fans & MSW pump ✓
- AMP – Shore Power - Option ✓
- Fuel homogenizer - Option ✓
- Ballast Optimization – *To investigate*

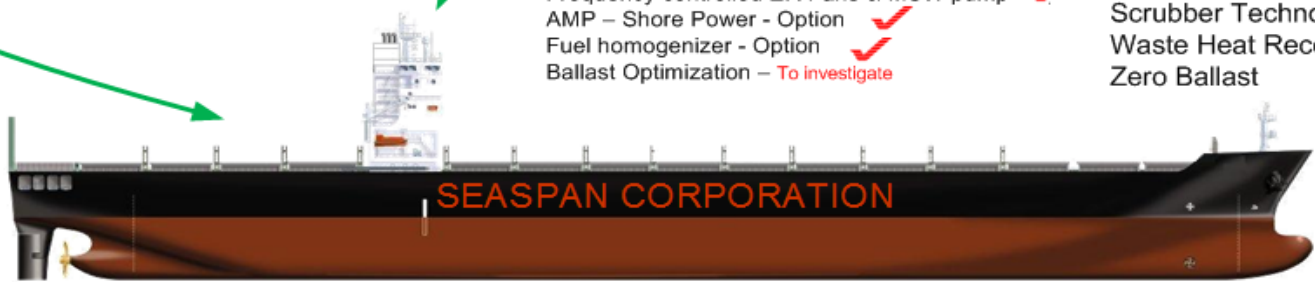


- To Investigate**
- Duel Fuel Gensets
 - Scrubber Technology
 - Waste Heat Recover
 - Zero Ballast

Optimizing the Rudder and Propeller



- Full spade rudder with TLE ✓
- Mewus Duct- Becker – *To investigate*
- Pre-swirl stators - *To investigate*
- Propeller boss cap fins - *To investigate*
- Propeller-rudder transition bulbs - *To investigate*
- Angled tip propellers (winglets) - *To investigate*

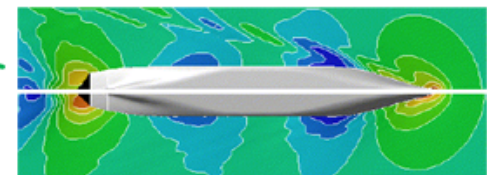


Reducing our Environmental Pollution/Impact



- Air type stern tube seal ✓
- Water soluble oil ✓
- Ballast water treatment plant ✓
- Tin free anti-fouling paints ✓
- Garbage compactor ✓

Hull & Propeller Optimization



- Hull form optimization ✓
- Bulbus bow optimization ✓
- Propeller optimization ✓
- Trim & draught optimization ✓
- Flexible operating profile - *To investigate*
- Low friction paints – *Option* ✓

✓ = Already specified or easily achievable

