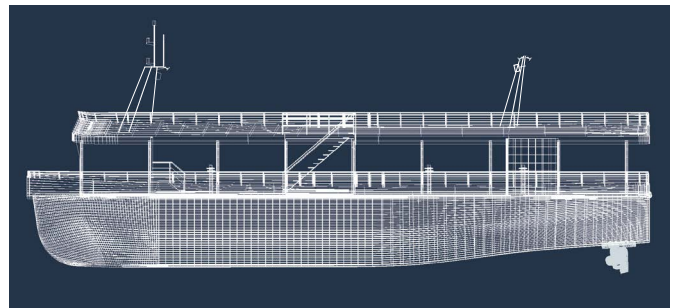


# AN ULTRAMODERN WAY TO TAKE IN ICONIC VIEWS

Maid of the Mist hit the waters of the mighty Niagara in 1846 with a twin-stack sidewheel steamboat. In 1885, our boats evolved to single-stack steamers that ventured closer to the Horseshoe Falls than any boat ever had before. In 1955, the first modern Maid of the Mist boat entered the river, made of steel and powered by twin diesel engines.

But as we relish the beauty of this iconic wonder, we know it's our responsibility to protect it. That's why we're excited, with the continued successful operation of these two zero-emission vessels, to transport our visitors to and from the majesty that is Niagara Falls.



These vessels have been a game changer for our visitors, the environment and industry. Our vessels:

- Are the first new construction all-electric passenger vessels in North America
- Utilize lithium-ion energy-storage battery systems
- Produce zero emissions
- Operate nearly silently with minimal vibration
- Have complete redundancy of power and propulsion split between two distinct hulls
- Are constructed from 5086 H116 marine-grade, a superior marine-environment, corrosion-resistant aluminum alloy
- Operate exclusively from the onboard energy storage battery system with no need for diesel generator backup

# SPECIFICATIONS

## ABOUT THE VESSELS

- Vessel Type: Passenger Vessel
- Regulatory: United States Flagged Vessels Homeported in Niagara Falls, NY
- United States Coast Guard (USCG) Subchapter K Vessels
- Hull Type: Catamaran-Style Aluminum Hull
- Passenger Capacity: 600
- Length Overall: 90'6"
- Beam: 33'4"
- Draft: 5'9"
- Net Gross Tonnage: 96 tons
- Speed: 8 knots

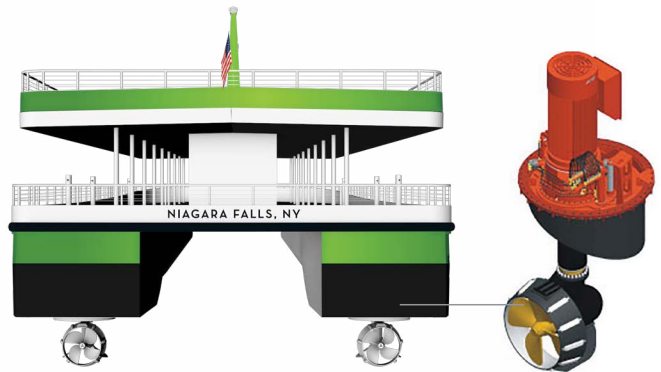
## ABOUT THE PROPULSORS

### Azimuthing "L Drive" thrusters:

- Replace a group of equipment, including the main engine, the reduction gear, the main propeller shaft, the main propeller and the steering system
- Design is compact with extremely low mounting space requirements
- Low weight
- Electric motor housed inside the ship with few vulnerable components underwater
- Eliminates the need for the vessels to have a rudder
- Ability to rotate thrusters 360 degrees, allowing for excellent maneuverability in both navigation and docking operations

### Bow thruster:

- Bow thruster forward in each hull
- Allows the vessels to move laterally
- Used simultaneously with the azimuth thruster



## ABOUT THE POWER

2X

- Independent power and propulsion systems for maximum reliability and safety
- 158 kWh lithium-ion battery banks
- 200 kW propulsion motors
- 50 kW tunnel thruster motors

- About 38 kWh total power consumption each trip
- Batteries will be recharged each trip to 80% state of charge for optimum efficiency and battery life. With a C2 charge rate, each battery bank can be charged from 60% to 80% in 7 minutes (which aligns with the average turnaround time while docked between trips).

## MAKING A DIFFERENCE

- In 2022 Maid of the Mist vessels were charged 6,300 times and carried 1.2 million passengers.
- The previous vessels would have used 23,520 gallons of diesel fuel (approximately 56 gallons per day).
- The previous vessels would have emitted approximately 258 tons of CO<sub>2</sub>.

### MAID OF THE MIST CORPORATION

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