



MV "FANNEFJORD"

SUBSTANTIAL FUEL SAVINGS WITH LIQUID NATURAL GAS - BATTERY HYBRID

Regardless of the required power output the new LNG/battery hybrid allows MV "Fannefjord" to run approximately 80 % of the time on one single LNG engine only.

As surplus energy is stored at low power consumption operations and utilized in high power requirements, the single running LNG engine can be operated at constant optimal loads.

This saves both fuel and emissions of harmful greenhouse gases. Through alternating between storing and use of energy, the battery package is providing for stable engine load and substantially enhancing the engine running conditions.

The 409 kWh battery pack, delivered by Canadian Corvus Energy provides energy for sailing at about 11 knots for 20 minutes. In case of a total engine failure the stored energy is sufficient to bring the ferry safe home.

MAIN DIMENSIONS

Length O.A.	122,70 m
Breath	16,20 m
Free high cardeck	5,00 m
PCU	125
Passengers	390
GT	2971 tons
NT	892 tons
IMO no.	9477127
Delivered	2009



Photo: Johan Behrentz. Sunnmørsposten



This project is developed in close cooperation with Fiskerstrand Verft AS, Siemens and LMG Marine. This solution represents existing future opportunities.

In 33 working days, Fiskerstrand Verft AS transformed the project from plan to reality. Major system components such as switchboard, converters and transformers were lowered into the ship through existing hatches.

The battery compartment, in three blocks, had to be installed by means of a cut out in the shipside and welded together inside the hull.

Furthermore the work included planning and assembly of partly new engine room arrangement, battery cooling system, ventilation system and fire extinguishing system.

