



## CAR AND PASSENGER FERRY

- Gas Electrical Propulsion Systems
- Diesel back-up system
- Low turn-around time
- Easy passenger facility access

### MAIN DIMENSIONS

Length O.A.	109.00 m
Length Car Deck	105.00 m
Breadth Moulded / Max.	16.80 / 17.20 m
Depth Moulded to Main Deck	5.50 m

### CAPACITY

Gross Tonnage (GT)	2989 tons
Deadweight (DWT)	844 tons
Deck Load	600 tons
Axle Load (dual wheels)	15 tons
Cars (PCU) / Trucks	120 / 10
Passengers / Crew (PAX)	255
Crew Accommodation	16
Max Speed	16.5 knots
Service Speed/ Power	13,5 knots/ 1080 kW

### TANK CAPACITY

LNG	125 m <sup>3</sup>
Fuel Oil	129 m <sup>3</sup>
Fresh Water	24 m <sup>3</sup>

### MACHINERY

Propulsion System	Gas Electrical	
Gas Aggregates	Mitsubishi GS16R-MPTK	1 x 864 kW
	Mitsubishi GS12R-MPTK	1 x 646 kW
Diesel Aggregate	Mitsubishi S12R-MPTA	1x1000 kW
Main Propulsion	Schottel STP 1010	2x1200 kW

### GENERAL

Design	Multi Maritime AS, MM 105 FE LNG
Class	DNV + 1A1, R4, Car Ferry B, E0, GAS FUELLED
Authority/Flag	NMD Trade Area 2 / NOR
Owner	FosenNamsos Sjø AS, Norway
Hull yard	Western Shipbuilding Yard, Lithuania
Outfitting yard	Fiskerstrand Verft AS, Norway
IMO No.	9553335
Call Sign.	LIXG
Delivery	December 2010

### CONCEPT DESCRIPTION

Design focused on low operational cost, high crossing frequency and efficient vehicle handling. Passenger lounge located on the car deck provides easy access to all facilities. ESD protected gas engine room with two gas aggregates with sufficient power for all normal operations. Fuel supplied from a single LNG tank system. Redundancy and safe return to port by a separate diesel aggregate. Hull and azimuth thrusters are optimized for high fuel efficiency.

