



## CAR AND PASSENGER FERRY

- Diesel Mechanical Propulsion Systems
- Low turn-around time
- Built for rough conditions and low operational cost
- Great passenger view



### MAIN DIMENSIONS

Length O.A.	66.40 m
Length Car Deck	59.40 m
Breadth Moulded / Max.	13.20 / 13.60 m
Depth Moulded to Main Deck	5.55 m

### CAPACITY

Gross Tonnage (GT)	1632 tons
Deadweight (DWT)	304 tons
Deck Load	200 tons
Axle Load (dual wheels)	15 tons
Cars (PCU) / Trucks	50 / 4
Passengers / Crew (PAX)	150
Crew Accomodation	10
Max Speed	14 knots
Service Speed / Power	13 knots / 800 kW

### TANK CAPACITY

Fuel Oil	82 m <sup>3</sup>
Fresh Water	12 m <sup>3</sup>
Sewage	10 m <sup>3</sup>

### MACHINERY

Propulsion System	Diesel Mechanical	
Main Engines	Caterpillar C32 ACERT	2 x 746 kW
Auxiliary Aggregates	Caterpillar C9	2 x 150 kW
Main Propulsion	Schottel STP 550	2 x 746 kW

### GENERAL

Design	Multi Maritime AS, MM 59 FC
Class	DnV +1A1, R3 (nor), Car Ferry B, E0
Authority/Flag	NMD EU Class C / NOR
Owner	Fjord1 MRF AS, Norway
Hull Yard	Western Baltija Shipbuilding, Lithuania
Outfitting Yard	Fiskerstrand Verft AS, Norway
IMO No.	9614713
Call Sign.	3YWT
Delivery	January 2012

### CONCEPT DESCRIPTION

Designed for routes exposed to open sea. The high bulwark together with the bow design ensures good protection on the car deck. The saloon above the main deck offers excellent passenger comfort and view. Optimized hull and diesel-mechanical propulsion system for high fuel efficiency. The ferry has two independent machinery rooms, each with an engine directly connected to an azimuth thruster. Both machinery rooms are easily accessible from the pump room amidships.

