



CAR AND PASSENGER FERRY

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



MAIN DIMENSIONS

Length O.A.	71.20 m
Length Car Deck	62.40 m
Breadth Moulded / Max.	14.20 / 14.50 m
Depth Moulded to Main Deck	5.55 m

CAPACITY

Gross Tonnage (GT)	2738 tons
Deadweight (DWT)	450 tons
Axle Load (dual wheels)	13 tons
Cars (PCU) / Trucks	50 / 6
Passengers / Crew (PAX)	249 / 12
Max speed	16,6 knots
Service Speed	15.4 knots/1535 kW

TANK CAPACITY

Fuel Oil	82 m ³
Fresh Water	20 m ³
Sewage	13 m ³

MACHINERY

Propulsion System	Diesel Mechanical	
Main Engines	Caterpillar 3512 TA S.C	2 x 1425 BkW
Auxiliary Aggregates	Caterpillar C9 TA/ Leroy Somer	2 x 200 kW
Main Propulsion	Rolls-Royce Azipull AZP085 CP	2 x 1425 kW

GENERAL

Design	Multi Maritime AS, MM 64 FC
Class	DnV +1A1, R3 (nor), Car Ferry A, E0
Authority/Flag	NMD EU Class D / NOR
Owner	Boreal Transport Nord AS, Norway
Hull Yard	ADA Shipyard, Istanbul / Turkey
Outfitting Yard	Fiskerstrand Verft AS, Norway
IMO No.	9663403
Call Sign.	LDHU
Delivery	2013

- High manouverability
- Closed car deck
- Roll reduction tank

CONCEPT DESCRIPTION

Designed for routes exposed to open sea. The high bulwark together 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.

