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## CAR AND PASSENGER FERRY

- Electric propulsion system based on biodiesel
- Prepared for upgrading to plug-in hybrid or to full battery propulsion
- Highly efficient hull shapes, low drag, low power consumption



### MAIN DIMENSIONS

Length O.A.	66.40 m
Length Car Deck	62.40 m
Breadth Moulded / Max.	14.20 / 14.50 m
Depth Moulded to Main Deck	5.55 m
Scantling Draught	4.00 m
Frame distance	0.60 m

### CAPACITY

Gross Tonnage (GT) approx.	2350 tons
Deadweight (DWT) approx.	450 tons
Max Axle Load	13 tons
Cars (PCU)/Trucks/Comb.	50/6
Passengers / Crew (PAX)	199
Service Speed	13.5 knots

### TANK CAPACITY

Fuel Oil	≈ 75 m <sup>3</sup>
Fresh Water	≈ 20 m <sup>3</sup>
Sewage	≈ 15 m <sup>3</sup>

### MACHINERY

Main Propulsion System Electrical based on biodiesel	
Auxiliary Generators	Scania DI16 090M
	4 x 510 kW
Main Propulsion	2 x 820 kW

### GENERAL

Design	Multi Maritime AS, MM 61 FE
Class	DnV +1A1, Car Ferry B,E0,R3 (nor)
Authority/Flag	NMA Trade area 2
Owner	Boreal Sjø AS, Norway
Hull Yard	Western Baltija Shipbuilding, Lithuania
Outfitting Yard	Fiskerstrand Verft AS, Norway
IMO No.	9812341
Call Sign	LEJQ
Delivery	2017

- High manouverability
- Large outside area for passengers

### CONCEPT DESCRIPTION

The ferry is designed to meet new requirements for both low emission- and zero emission technologies. This solution provides for a wide and flexible range of battery charging options adjusted to local grid delivery capacity.