



CAR AND PASSENGER FERRY

- Electrical Propulsion system based on biodiesel
- Biodiesel plug-in hybrid
- Highly efficient Hull shapes, low drag, low Power Consumption



MAIN DIMENSIONS

Length O.A.	≈ 69.99 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.	2850 tons
Deadweight (DWT) approx.	500 tons
Max Axle Load	15 tons
Cars (PCU)/Trucks/Comb.	60/6
Passengers / Crew (PAX)	249
Service Speed	14.5 knots

TANK CAPACITY

Fuel Oil	75 m ³
Fresh Water	20 m ³
Sewage	15 m ³

MACHINERY

Main Propulsion System	Electrical based on biodiesel
Auxiliary Generators	Scania DI16 090M
Main Propulsion	4 x 510 kW 2 x 1350 kW

GENERAL

Design	Multi Maritime AS, MM 63 FC
Class	DnV +1A1, Car Ferry A, E0, R3 (nor), Battery (Safety)
Authority/Flag	NMA EU Class C /NOR
Owner	Torghatten Trafikkselskap AS, Norway
Hull Yard	SELAH Shipyard, Istanbul, Turkey
Outfitting Yard	Fiskerstrand Verft AS, Norway
IMO No.	9796987
Call Sign	LEBD
Delivery	2017

- High maneuverability
- Closed car deck
- Large outside area for passengers

CONCEPT DESCRIPTION

Two 500 kWh battery systems will be installed. However, space is provided for 2000 kWh battery capacity, enabling future refit to sole electric operation. The engines are capable of 100 % biodiesel operation, and SCR-systems for nitrogen oxides (NOx) exhaust cleaning, reducing the ferry's environmental footprint by;

- 60 % reduction in CO2 emissions
- 85 % reduction in NOx emissions
- 20 % reduction in fuel consumption

Furthermore, additionally enhancing the environmental profile, the new building will have a highly efficient hull shape in terms of energy consumption, efficient propulsion and seaworthiness, also optimizing the passenger comfort. Walking passengers and moving cars are physically segregated to maximize traveler safety. A dedicated spacious covered walking zone are leading travelers safely to the lounge.