



## CAR AND PASSENGER FERRY

- Gas Electrical Main Propulsion
- Diesel Electrical back-up Propulsion
- Highly efficient Hull shapes, low drag, low Power Consumption

### MAIN DIMENSIONS

Length O.A.	62.60 m
Length Car Deck	52.60 m
Breadth Moulded / Max.	13.20/ 13.50 m
Depth Moulded to Main Deck	5.55 m

### CAPACITY

Gross Tonnage (GT) approx.	2117 tons
Deadweight (DWT) approx.	300 tons
Net Tonnage approx.	811 tons
Max Axle Load	15 tons
Cars (PCU)/Trucks/Comb.	40 / 4 / 12+4
Passengers / Crew (PAX)	106
Service Speed	12 knots

### TANK CAPACITY

LNG approx.	70 m <sup>3</sup>
Fuel Oil	20 m <sup>3</sup>
Fresh Water	15 m <sup>3</sup>
Sewage	13 m <sup>3</sup>

### MACHINERY

Main Propulsion System	Gas Electrical	
Gas Aggregates	<b>Rolls Royce C26: 33L6AG</b>	1340 ekW
Diesel Aggregates	Caterpillar C32 A	800 ekW
Main Propulsion	2 x Schottel STP 550 FP	2 x 746 kW

### GENERAL

Design	Multi Maritime AS, MM 55 FC LNG
Class	DnV +1A1, Gas Fuelled, Car Ferry A, R3 (nor), E0
Authority/Flag	NMA EU Class C /NOR
Owner	Boreal Transport Nord AS, Norway
Hull Yard	ADA Shipyard, Istanbul, Turkey
Outfitting Yard	Fiskerstrand Verft AS, Norway
IMO No.	9733143
Call Sign.	LNAR
Delivery	September 2015

- 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 gas/diesel-electrical propulsion system for high fuel efficiency. The ferry has two independent machinery rooms, both machinery rooms are easily accessible from the pump room amidships. Due to one of the terminals proximity to a runway at Hasvik airport, the vessel's maximum air draft is 16 m, giving it a distinct look.