



## 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)	2359 tons
Deadweight (DWT)	360 tons
Axle Load (dual wheels)	13 tons
Cars (PCU) / Trucks	50 / 6
Passengers / Crew (PAX)	249 / 12
Max speed	14,2 knots
Service Speed	13,5 knots / 1160 kW

### TANK CAPACITY

Fuel Oil	82 m <sup>3</sup>
Fresh Water	20 m <sup>3</sup>
Sewage	13 m <sup>3</sup>

### MACHINERY

Propulsion System	Diesel Mechanical	
Main Engines	Caterpillar C32 ACERT	2 x 746 BkW
Auxiliary Aggregates	Caterpillar C9 TA/ Leroy Somer	2 x 200 ekW
Main Propulsion	Schottel STP 550	2 x 746 kW

### GENERAL

Design	Multi Maritime AS, MM 64 FD
Class	DnV +1A1, R3 (nor), Car Ferry B, 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.	9666065
Call Sign.	LDKA
Delivery	2014

### 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.

