Remontowa Shipbuilding
ul. Swojska 8, 80-958 Gdańsk, Poland
www.remontowa-rsb.pl

Ferries
OUR CLIENTS

- Shetland Islands Council
- Fjord1
- TORGHATTEN NORD
- NORLED
- Caledonian MacBrayne
- PORT OF TALLINN
- BASTØ FOSEN
- CMAL
- BCFerries
- WIGHTLink
- TRANSPORT FOR LONDON
- SAMØ KOMMUNE
REMONTOWA SHIPBUILDING S.A. is the biggest of companies belonging to REMONTOWA HOLDING which gives an opportunity to offer highly technically advanced products – from design to fully equipped ships.

REMONTOWA SHIPBUILDING S.A. owns a hull department consisting of four halls and nine bays (each equipped with overhead cranes of different lifting capacity), two stands for launching vessels using floating cranes, one stand for launching vessels into floating dock or pontoon, one side roller slipway and a 400-metre long quay equipped with essential infrastructure, compressed air, electricity and technical gases supply. The Shipyard’s technical and production capabilities allow to build modern vessels up to 150 metres in length and 24 metres in width.

The Shipyard specialises in building advanced vessels such as:
- offshore support vessels (AHTS, PSV, ERRV, MPV, IMR, ROV);
- cargo vessels (container vessels, open deck carriers, LNG/LPG/LEG carriers);
- car-passenger ferries;
- multipurpose vessels (patrol boats, hydrographic ships, multifunction buoy tenders, research vessels, tugs);
- navy ships;
- fishing vessels;
- partly outfitted hulls, steel/aluminum constructions.

The outfitting of vessels covers:
- painting;
- piping;
- machinery and deck outfitting;
- electric and electronic works;
- accommodation outfitting.

REMONTOWA SHIPBUILDING S.A. maintains certified quality assurance and management systems:
- Quality Management System which conforms to the requirements of the International Standard ISO 9001:2015 (certified by DNV GL and Polish Register of Shipping), as well as AQAP 2110:2009 (certified by Department of Management and Quality Systems of Military Technical Academy);
- Internal Control System (for goods of strategic importance) which conforms to the Criteria of WSK (Internal Control System) certified by Polish Centre for Testing and Certification;
- Occupational Health and Safety Management System which conforms to the requirements of OHSAS 18001:2007 certified by DNV GL.

The Shipyard also retains:
- License for manufacture and trade turnover of goods and technology for the army and the police and also trade turnover of any kind of the weapon, issued by Polish Ministry of Interior and Administration;
- NATO Commercial and Government Entity Code.

REMONTOWA SHIPBUILDING S.A. builds vessels in conformity to the requirements and under the supervision of the following Classification Societies:
- American Bureau of Shipping;
- Bureau Veritas;
- DNV GL;
- Lloyd’s Register of Shipping;
- Polish Register of Shipping;
- Registro Italiano Navale.
SKS 45 PCU DOUBLE ENDED RO-RO PASSENGER FERRY
“FOLDOY” AND “SJERNARØY”

CLASS
Vessel meets requirements of DnV
for class notation:
DnV +1A1 – RE – CAR FERRY B – E0

MAIN PARTICULARS
<table>
<thead>
<tr>
<th>Description</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length over all</td>
<td>70.60 m</td>
</tr>
<tr>
<td>Length of cardeck</td>
<td>66.00 m</td>
</tr>
<tr>
<td>Breadth moulded</td>
<td>14.20 m</td>
</tr>
<tr>
<td>Breadth maximum</td>
<td>14.60 m</td>
</tr>
<tr>
<td>Depth moulded to Main Deck</td>
<td>5.25 m</td>
</tr>
<tr>
<td>Loaded draught moulded</td>
<td>3.25 m</td>
</tr>
<tr>
<td>Frame spacing</td>
<td>0.60 m</td>
</tr>
<tr>
<td>Speed</td>
<td>13 kn</td>
</tr>
<tr>
<td>GT (approx.)</td>
<td>1250 t</td>
</tr>
<tr>
<td>Passengers</td>
<td>200</td>
</tr>
<tr>
<td>Crew</td>
<td>5</td>
</tr>
<tr>
<td>Cars (PBE) on main deck</td>
<td>45 units</td>
</tr>
</tbody>
</table>

Trucks 18.00 x 2.60 m 4 units
Fuel oil 66 m³
Fresh water 66 m³

PROPULSION
Two (2) high speed Main Engines of 1200 kW each;
Two (2) Azimuth Thrusters;
Two (2) Generators of 250 kW each;
One (1) Emergency Generator of 120 kW

OWNER
Rogaland Trafikkselskap (Norway)

YEAR OF DELIVERY
1999

LIFE SAVING EQUIPMENT
Life jackets and life buoys;
Two (2) MES (Marine Escape System) stations;
One (1) MOB rescue boat with davit.
SKS 100 PCU DOUBLE ENDED RO-RO PASSENGER FERRY
"FINNØY"

CLASS
Vessel meets requirements of DnV for class notation:
DnV +1A1 – R4 – CAR FERRY B – E0

MAIN PARTICULARS
<table>
<thead>
<tr>
<th>Specification</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length over all</td>
<td>106,06 m</td>
</tr>
<tr>
<td>Breadth moulded</td>
<td>15,00 m</td>
</tr>
<tr>
<td>Breadth maximum</td>
<td>15,30 m</td>
</tr>
<tr>
<td>Depth moulded</td>
<td>5,20 m</td>
</tr>
<tr>
<td>Maximum draft</td>
<td>3,15 m</td>
</tr>
<tr>
<td>Speed</td>
<td>12 kn</td>
</tr>
<tr>
<td>GT (approx.)</td>
<td>1935 t</td>
</tr>
<tr>
<td>Deadweight</td>
<td>820 t</td>
</tr>
<tr>
<td>Passengers + crew</td>
<td>350</td>
</tr>
<tr>
<td>Cars on Main Deck</td>
<td>100 units</td>
</tr>
<tr>
<td>Trucks 18,00 x 2,60 m</td>
<td>8 units</td>
</tr>
</tbody>
</table>

PROPULSION
Two (2) Main Electric Motors of 1000 kW each;
Two (2) CRP Azimuth Thrusters;
Four (4) Diesel Generating Sets of 640 kW (at 1500 RPM) each;
One (1) Emergency Generator.

PASSENGER AREAS
One (1) passenger saloon.

LIFE SAVING EQUIPMENT
Life jackets and life buoys;
Two (2) MES (Marine Escape System) stations;
One (1) MOB rescue boat with davit.

OWNER
Rogaland Trafikkselskap (Norway)

YEAR OF DELIVERY
1999
204 PCU DOUBLE ENDED CAR PASSENGER FERRY
“ST. CLARE”

CLASS
Vessel meets requirements of Lloyd’s Register of Shipping for class notation:
LRS +100A1 Passenger/Vehicle ferry (restricted service) +LMC

MAIN PARTICULARS
<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Length over all</td>
<td>85.97 m</td>
</tr>
<tr>
<td>Breadth moulded</td>
<td>18.00 m</td>
</tr>
<tr>
<td>Breadth maximum</td>
<td>18.40 m</td>
</tr>
<tr>
<td>Maximum draft</td>
<td>4.60 m</td>
</tr>
<tr>
<td>Speed</td>
<td>13 kn</td>
</tr>
<tr>
<td>Passengers + crew</td>
<td>820</td>
</tr>
<tr>
<td>Crew</td>
<td>15</td>
</tr>
<tr>
<td>Cars on upper deck</td>
<td>64 units</td>
</tr>
<tr>
<td>Cars on mezzanine deck</td>
<td>52 units</td>
</tr>
<tr>
<td>Cars on main deck</td>
<td>81 units</td>
</tr>
<tr>
<td>Cars on ramps</td>
<td>7 units</td>
</tr>
</tbody>
</table>

PROPULSION
Four (4) Main Engines of 825 kW (at 1000 RPM) each;
Four (4) Cycloidal Propellers;
Four (4) Shaft Lines;
Three (3) Generators;
One (1) Emergency Diesel Generator of 100 kW (at 1500 RPM).

PASSENGER AREAS
Three (3) passenger lounges;
200 persons on upper Passenger Deck;
600 persons on Passenger Deck;
Open deck space for 154 persons;
Five (5) lifts;
Two (2) cafés;
One (1) shop;
Special area for passengers with dogs.

LIFE SAVING EQUIPMENT
Life jackets and life buoys;
Eight (8) life rafts with hydrostatic release;
Two (2) rescue boats with davit.

OWNER
Wight Link (UK)

YEAR OF DELIVERY
2001
**SKS 50 PCU DOUBLE ENDED RO-RO PASSENGER FERRY**

**“LURØY”**

**CLASS**
Vessel meets requirements of DnV for class notation: DnV +1A1 – R3 – CAR FERRY A – MCDK – E0 – RPS

**MAIN PARTICULARS**
- Length over all: 73,15 m
- Length of car deck: 62,00 m
- Breadth moulded: 13,20 m
- Breadth maximum: 13,70 m
- Depth moulded to Main Deck: 5,00 m
- Design draught: 4,10 m
- Speed: 12 kn
- GT (approx.): 2754 t
- Displacement: 2077 t
- Maximum load: 340 t
- Passengers: 275
- Cars on Main Deck: 50 units

**PROPULSION**
- Two (2) Main Engines of 1100 kW each;
- Two (2) Azimuth Thrusters;
- Two (2) Generators;
- One (1) Emergency Generator.

**PASSENGER AREAS**
- Two (2) saloons (one with children play area) for non-smoking passengers;
- One (1) saloon for smoking passengers;
- One (1) galley;
- One (1) kiosk;
- One (1) passenger lift.

**LIFE SAVING EQUIPMENT**
- Life jackets and life buoys;
- Two (2) MES (Marine Escape System) stations;
- One (1) MOB rescue boat with davit.

**OWNER**
Helgelandske A/S (Norway)

**YEAR OF DELIVERY**
2001
SKS 16 ROLL ON-ROLL OFF CAR PASSENGER FERRY
“LINGA”

CLASS
The vessel meets requirements of Lloyd Register of Shipping for the class notation:
LRS +100 A1 l +LMC Roll on/Roll off Passenger /Vehicle Ferry, Laxo to Symbister Service, Nav 1

MAIN PARTICULARS
<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length over all</td>
<td>35.80 m</td>
</tr>
<tr>
<td>Breadth moulded</td>
<td>10.80 m</td>
</tr>
<tr>
<td>Depth moulded</td>
<td>4.60 m</td>
</tr>
<tr>
<td>Draught</td>
<td>2.60 m</td>
</tr>
<tr>
<td>Speed</td>
<td>11 kn</td>
</tr>
<tr>
<td>Passengers</td>
<td>95</td>
</tr>
<tr>
<td>Cars on Main Deck</td>
<td>16 units</td>
</tr>
</tbody>
</table>

PROPULSION
- Diesel Electric System;
- Three (3) Main Generating Sets of 640 kW each;
- Two (2) Azimuth Thrusters, located at aft end of the ferry;
- Two (2) Bow Thrusters of 190 kW each;
- One (1) oil heated CO Boiler (120 kW);
- Power Management System;
- Integrated Automatic System.

DECK EQUIPMENT
- One (1) hydraulically operated visor and ramp at bow as well as ramp located aft for loading and unloading of cars and lorries;
- One (1) electrically operated davit;
- One (1) electrically operated capstan;
- Car lashing system.

PASSENGER AREAS
- One (1) air conditioned passenger saloon (handicapped suitable).

LIFE SAVING EQUIPMENT
- Two (2) MES evacuation systems;
- One (1) MGB boat;
- One (1) Lifeboat davit.

OWNER
Shetland Islands Council (UK)

YEAR OF DELIVERY
2002
SKS 85 PCU DOUBLE ENDED RO-RO PASSENGER FERRY
“VOLDA” AND “EIRA”

CLASS
Vessel meets requirements of DnV for class notation: DnV +1A1 – R4 – Car Ferry B – PWDK – E0 – RP – CLEAN

MAIN PARTICULARS
<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length over all</td>
<td>87,00 m</td>
</tr>
<tr>
<td>Breadth moulded</td>
<td>16,00 m</td>
</tr>
<tr>
<td>Breadth maximum</td>
<td>16,40 m</td>
</tr>
<tr>
<td>Depth moulded</td>
<td>5,35 m</td>
</tr>
<tr>
<td>Maximum draft</td>
<td>3,85 m</td>
</tr>
<tr>
<td>Speed</td>
<td>12 kn</td>
</tr>
<tr>
<td>Deadweight</td>
<td>655 t</td>
</tr>
<tr>
<td>Passengers + crew</td>
<td>300</td>
</tr>
<tr>
<td>Cars on Main Deck</td>
<td>85 units</td>
</tr>
<tr>
<td>or</td>
<td></td>
</tr>
<tr>
<td>Cars on Main Deck</td>
<td>31 units</td>
</tr>
<tr>
<td>Trucks 18,00 x 2,60 m</td>
<td>8 units</td>
</tr>
</tbody>
</table>

PROPULSION
Two (2) Main Engines of 1250 kW (at 1600 RPM) each;
Two (2) Azimuth Thrusters;
Two (2) Generators of 160 kW each;
One (1) Emergency Generator.

PASSENGER AREAS
Two (2) passenger saloons.

LIFE SAVING EQUIPMENT
Life jackets and life buoys;
Two (2) MES (Marine Escape System) stations;
One (1) MOB rescue boat with davit.

OWNER
MRF – More Og Romsdal Fylkesbatar A/S (Norway)

YEAR OF DELIVERY
2002
ROLL ON-ROLL OFF PASSENGER VEHICLE AND CARGO FERRY
“FILLA”

CLASS
The vessel meets requirements of Lloyd Register of Shipping for the class notation:
LRS +100 A1 +LMC Roll on/Roll off Passenger/Vehicle Ferry, Specified Route Service, IWS

MAIN PARTICULARS
<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length over all</td>
<td>35,50 m</td>
</tr>
<tr>
<td>Length of car deck</td>
<td>17,50 m</td>
</tr>
<tr>
<td>Breadth moulded</td>
<td>9,00 m</td>
</tr>
<tr>
<td>Depth moulded</td>
<td>4,20 m</td>
</tr>
<tr>
<td>Full load draft</td>
<td>3,05 m</td>
</tr>
<tr>
<td>Speed (at 85% of MCR)</td>
<td>12 kn</td>
</tr>
<tr>
<td>Passengers</td>
<td>30</td>
</tr>
<tr>
<td>Cars on Main Deck</td>
<td>9 or 1 lorry (36 t)</td>
</tr>
<tr>
<td>GT</td>
<td>351 t</td>
</tr>
<tr>
<td>Deadweight</td>
<td>172 t</td>
</tr>
</tbody>
</table>

PROPULSION
Two (2) Marine Propulsion Engines of 671 kW each;
Two (2) Diesel Generators of 190 kW each;
One (1) Harbor/Emergency Generator of 114 kW;
Two (2) CP Propellers;
Power Management System;
Integrated Automatic System.

DECK EQUIPMENT
One (1) hydraulically operated ramp at stern for loading and unloading of cars and lorries;
One (1) electrically operated vertical anchor winch;
Two (2) electrically operated capstans;
Two (2) hydraulically operated flap rudders;
Two (2) hydraulically operated hatch covers;
Car lashing system.

PASSENGER AREAS
One (1) air conditioned passenger saloon (handicapped suitable).

LIFE SAVING EQUIPMENT
Two (2) MES evacuation systems;
One (1) FRB boat;
One (1) Lifeboat davit.

OWNER
Shetland Islands Council (UK)

YEAR OF DELIVERY
2003
DOUBLE ENDED RO-RO PASSENGER FERRY
“DAGGRI” AND “DAGALIEN”

Vessel meets requirements of Lloyd’s Register of Shipping for class notation:
LRS +100A1 +LMC IWS UMS PSMR*
Roll on/Roll off Passenger Ferry

MAIN PARTICULARS

<table>
<thead>
<tr>
<th>Class</th>
<th>Description</th>
<th>Length</th>
<th>Breadth</th>
<th>Depth</th>
<th>Loaded Draught</th>
<th>Scantling Draught</th>
<th>Frame Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length over all</td>
<td>65.36 m</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Length of car deck</td>
<td>52.80 m</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Breadth moulded</td>
<td>13.80 m</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Breadth extreme</td>
<td>14.30 m</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Depth moulded</td>
<td>5.60 m</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loaded draught</td>
<td>3.70 m</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scantling draught</td>
<td>3.70 m</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frame spacing</td>
<td>0.60 m</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Speed</td>
<td>17 kn</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GT (approx.)</td>
<td>6000 t</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passengers</td>
<td>95</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Crew
5

Cars 4,30 x 1,85 m
31 units
Trucks 18,00 x 2,60 m
4 units
Fuel oil
74 m³
Fresh water
20 m³

PROPULSION

Two (2) medium speed Main Engines of 1100 kW each;
Two (2) Azimuth Thrusters;
Two (2) Cardan Shafts between main engines and
thrusters;
Two (2) Generators of 200 kW (at 1500 rpm) each;
One (1) Emergency Generator.

LIFE SAVING EQUIPMENT

Life jackets and life buoys;
Two (2) MES (Marine Escape System) stations;
One (1) rescue boat with davit.

OWNER
Shetland Islands Council (UK)

YEAR OF DELIVERY
2004
**SKS 212 PCU DOUBLE ENDED CAR PASSENGER FERRY**

“BASTØ III”

**CLASS**

Vessel meets requirements of DnV for class notation:
DnV +1A1 – R4 – Ice C – Car Ferry A
– Clean – E0 – RPS Propeller, rudder and rudderstock Ice 1B-Class

**MAIN PARTICULARS**

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length over all</td>
<td>116.20 m</td>
</tr>
<tr>
<td>Length of Car Deck</td>
<td>106.60 m</td>
</tr>
<tr>
<td>Length DnV</td>
<td>100.00 m</td>
</tr>
<tr>
<td>Breadth moulded</td>
<td>19.00 m</td>
</tr>
<tr>
<td>Breadth maximum</td>
<td>19.50 m</td>
</tr>
<tr>
<td>Depth moulded to Main Deck</td>
<td>5.60 m</td>
</tr>
<tr>
<td>Draught maximum</td>
<td>5.00 m</td>
</tr>
<tr>
<td>Frame spacing</td>
<td>0.60 m</td>
</tr>
<tr>
<td>Speed</td>
<td>17 kn</td>
</tr>
<tr>
<td>GT (approx.)</td>
<td>6000 t</td>
</tr>
<tr>
<td>Passengers</td>
<td>550</td>
</tr>
<tr>
<td>Crew</td>
<td>15</td>
</tr>
<tr>
<td>Cars 4,30 x 1.85 m</td>
<td>212 units</td>
</tr>
<tr>
<td>Fuel oil</td>
<td>352 m³</td>
</tr>
<tr>
<td>Fresh water</td>
<td>130 m³</td>
</tr>
</tbody>
</table>

**PROPULSION**

Two (2) Main Engines of 2460 kW (at 750 RPM) each;
Two (2) CPP Fixed Propellers;
Two (2) Generators of 350 kW (at 1500 RPM) each;
One (1) Emergency Generator of 230 kW.

**PASSENGER AREAS**

Two (2) lounges for 386 and 164 passengers respectively;
One (1) passenger lift;
One (1) cafeteria;
One (1) children play area.

**LIFE SAVING EQUIPMENT**

Life jackets and life buoys;
Two (2) MES (Marine Escape System) stations with inflatable life rafts;
One (1) MOB rescue boat with davit.

**OWNER**

Bastø Fosen (Norway)

**YEAR OF DELIVERY**

2005
**ROLL ON-ROLL OFF, CAR PASSENGER FERRY**

"BUTE"

**CLASS**
UK Class IV & V Category C & D  
LRS +100 A1 Passenger and Vehicle Ferry, EP, IWS, Wemyss Bay to Rothesay and Gourock to Duncon Service +LMC

**MAIN PARTICULARS**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length over all</td>
<td>72.01 m</td>
</tr>
<tr>
<td>Breadth moulded</td>
<td>15.00 m</td>
</tr>
<tr>
<td>Breadth maximum</td>
<td>15.30 m</td>
</tr>
<tr>
<td>Depth moulded</td>
<td>5.00 m</td>
</tr>
<tr>
<td>Maximum draft</td>
<td>3.00 m</td>
</tr>
<tr>
<td>Speed</td>
<td>14 kn</td>
</tr>
<tr>
<td>GT</td>
<td>2612 t</td>
</tr>
<tr>
<td>Deadweight</td>
<td>400 t</td>
</tr>
<tr>
<td>Passengers</td>
<td>450</td>
</tr>
<tr>
<td>Crew</td>
<td>10</td>
</tr>
<tr>
<td>Cars on Main Deck</td>
<td>66 units</td>
</tr>
</tbody>
</table>

**PROPULSION**

Two (2) Main Engines of 1140 kW (at 1000 RPM) and 1520 kW (at 1000 RPM);  
Two (2) Rudder Propellers (fore and aft);  
Two (2) Auxiliary Generators of 200 kW each;  
One (1) Emergency Generator.

**OWNER**

Caledonian MacBrayne (UK)

**YEAR OF DELIVERY**

2005

**PASSENGER AREAS**

One (1) inner passenger saloon with 250 seats;  
Two (2) outer passenger areas with 160 seats;  
One (1) passenger lift;  
One (1) servery;  
One (1) snack bar.

**LIFE SAVING EQUIPMENT**

Life jackets and life buoys;  
Four (4) MES (Marine Escape System) stations;  
One (1) MOB rescue boat with davit.
SKS 86 PCU DOUBLE ENDED, RO-RO PASSENGER FERRY
“FOLKESTAD”

CLASS
Vessel meets requirements of DnV for class notation: DnV  +1A1 – R4 – Car Ferry B – PWDK – E0 – RP

MAIN PARTICULARS
<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Length over all</td>
<td>87.60 m</td>
</tr>
<tr>
<td>Length on Car Deck</td>
<td>86.40 m</td>
</tr>
<tr>
<td>Breadth moulded</td>
<td>16.00 m</td>
</tr>
<tr>
<td>Breadth maximum</td>
<td>16.40 m</td>
</tr>
<tr>
<td>Maximum draft</td>
<td>4.50 m</td>
</tr>
<tr>
<td>Speed</td>
<td>13 kn</td>
</tr>
<tr>
<td>Deadweight</td>
<td>655 t</td>
</tr>
<tr>
<td>Passengers + crew</td>
<td>300</td>
</tr>
<tr>
<td>Cars on Main Deck</td>
<td>86 units</td>
</tr>
</tbody>
</table>

PROPULSION
Six (6) Main Engines 404 kW (at 1900 RPM) each;
Two (2) Azimuth Thrusters;
Two (2) Generators of 160 kW (at 1500 RPM) each.

PASSENGER AREAS
Two (2) passenger saloons.

LIFE SAVING EQUIPMENT
Life jackets and life buoys;
Two (2) MES (Marine Escape System) stations;
One (1) MOB rescue boat with davit.

OWNER
Nor-Ferjer HSD Stavangerske (Norway)

YEAR OF DELIVERY
2006
PASSENGER SHUTTLE FERRY
“SIMARA ACE” AND “SILUNA ACE”

CLASS
The vessel’s hull, machinery and equipment was constructed under survey of Lloyd’s Register of Shipping and obtained following class notation: LRS +100A1 Passenger Ship, Ice Class 1C, +LMC, UMS

MAIN PARTICULARS
<table>
<thead>
<tr>
<th>Description</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length over all</td>
<td>60,40 m</td>
</tr>
<tr>
<td>Breadth moulded</td>
<td>11,40 m</td>
</tr>
<tr>
<td>Depth to Main Deck</td>
<td>4,70 m</td>
</tr>
<tr>
<td>Maximum draft</td>
<td>3,00 m</td>
</tr>
<tr>
<td>Speed</td>
<td>14 knt</td>
</tr>
<tr>
<td>GT</td>
<td>1616 t</td>
</tr>
<tr>
<td>Deadweight</td>
<td>120 t</td>
</tr>
<tr>
<td>Passengers</td>
<td>386</td>
</tr>
<tr>
<td>Crew</td>
<td>20</td>
</tr>
</tbody>
</table>

Fuel oil   Fresh water   Sewage   Heeling tank
80 m³      15 m³         8 m³       2 x 13 m³

PROPULSION
Three (3) Main Generators of 569 kW each;
Two (2) Azimuth Thrusters with electric motors of 600 kW each;
One (1) Emergency Generator of 220 kW;
One (1) Bow Thruster of 300 kW;
One (1) pair of Fin Stabilizers.

DECK EQUIPMENT
Two (2) combined anchor windlasses/mooring winches at forecastle deck;
Two (2) mooring winches at aft;
Two (2) high holding power, stockless type bow anchors;
Heeling tank system.

PASSENGER AREAS
One (1) pub area with 96 seats;
One (1) café area with 56 seats;
One (1) sun deck with 70 seats;
Two (2) restaurants with 54 seats;
One (1) shopping area;
One (1) game arcade;
One (1) fast passenger lift.

LIFE SAVING EQUIPMENT
Life jackets and life buoys;
Four (4) MES (Marine Escape System) stations;
Two (2) MOB rescue boat with davit.

OWNER
Moltzaus Tankrederi Norway A/S, Sundbusscherne A/S Denmark/Eitzen Group

YEAR OF DELIVERY
2007/2008
SKS 125 PCU LNG POWERED DOUBLE ENDED FERRY
Four (4) vessels – “MOLDEFJORD”, “FANNEFJORD”, “ROMSDALSFJORD”, “KORSFJORD”

CLASS
The ferry complies with the Norwegian Maritime Directorates (NMD) and Det Norske Veritas (DNV) rules and regulations.

DnV +1A1 Car Ferry B E0 R4 CLEAN GAS FUELED

MAIN PARTICULARS

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Length over all</td>
<td>122.2 m</td>
</tr>
<tr>
<td>Length in waterline</td>
<td>121.6 m</td>
</tr>
<tr>
<td>Rule length</td>
<td>112.1 m</td>
</tr>
<tr>
<td>Length Car Deck</td>
<td>116.7 m</td>
</tr>
<tr>
<td>Breadth moulded</td>
<td>16.2 m</td>
</tr>
<tr>
<td>Breadth extreme</td>
<td>16.7 m</td>
</tr>
<tr>
<td>Hull depth to Main Deck</td>
<td>4.8 m</td>
</tr>
<tr>
<td>Draught, scantling</td>
<td>3.5 m</td>
</tr>
<tr>
<td>Deck camber</td>
<td>150 mm</td>
</tr>
<tr>
<td>Deck sheer</td>
<td>750 mm</td>
</tr>
<tr>
<td>Free height throughout car deck</td>
<td>5.0 m</td>
</tr>
<tr>
<td>Air draught</td>
<td>21.7 m</td>
</tr>
<tr>
<td>Bow ramp width</td>
<td>12.0 m</td>
</tr>
<tr>
<td>Passenger walkway width</td>
<td>1400 mm</td>
</tr>
<tr>
<td>Passengers (including crew)</td>
<td>390</td>
</tr>
<tr>
<td>Crew</td>
<td>7-9</td>
</tr>
<tr>
<td>Cars 4.3 x 1.85 m</td>
<td>125</td>
</tr>
<tr>
<td>Car/trailer combination</td>
<td>12 trailers + 55 cars</td>
</tr>
<tr>
<td>Service/Maximum Speed</td>
<td>11/15 kn</td>
</tr>
<tr>
<td>Deck load total</td>
<td>750 t</td>
</tr>
<tr>
<td>Gas tank</td>
<td>125 m³</td>
</tr>
<tr>
<td>Fuel oil capacity in total</td>
<td>22 m³</td>
</tr>
<tr>
<td>Fresh water</td>
<td>27 m³</td>
</tr>
</tbody>
</table>

PROPRIETOR
Two (2) Twin Propeller Azimuth Thrusters of 1000 kW each (fore and aft);
One (1) Stand By Generating Set of 1110 kW; diesel oil fuelled.

PASSENGER AREAS
One (1) saloon for 154 passengers;
One (1) lounge for 36 passengers;
Galley, kiosk.

DECK EQUIPMENT
One (1) bow and one (1) stern hydraulic operated ramp, dimensions 2.7 x 12 m, 15 t axle load each;
One (1) high pressure hydraulic, remotely operated windlass;
Two (2) high pressure hydraulic capstans.

LIFE SAVING EQUIPMENT
Life jackets and life buoys;
Four (4) MES (Marine Escape System) stations;
One (1) MOB boat with davit;
Four (4) life rafts.

DESIGN
LMG Marin in cooperation with NED – Naval Engineering & Design (presently Remontowa Marine Design & Consulting).

OWNER
Fjord 1 MRF (Norway)

YEAR OF DELIVERY
2009 – “Moldefjord”
2010 – “Fannefjord”, “Romsdalsfjord”, “Korsfjord”
SKS 116 PCU DIESEL POWERED DOUBLE ENDED FERRY
Two (2) vessels – “STORFJORD”, “HJØRUNDFJORD”

CLASS
The ferry complies with the Norwegian Maritime Directorates (NMD) and Det Norske Veritas (DNV) rules and regulations.
DNV +1A1 – R4 – Car Ferry B – E0 – RP (NOR)

MAIN PARTICULARS
- Length over all 109,20 m
- Length Main Deck 108,00 m
- Breadth moulded 17,00 m
- Breadth extreme 17,40 m
- Depth moulded to Main Deck 5,35 m
- Design draft 3,43 m
- Free height on Main Deck 5,00 m
- Passengers (including crew) 292
- Cars 4,3 x 1,85 m 116
- Crew 8
- Speed 13 kn
- Fuel oil capacity in total 81 m³
- Fresh water 44 m³

PROPULSION
- Two (2) Main Engines of 1250 kW each;
- Two (2) Twin Propeller Azimuth Thrusters of 1200 kW each (fore and aft);
- Cardan Shafts between main engines and thrusters;
- Two (2) Generators of 236 kW each.

DECK EQUIPMENT
- One (1) bow and one (1) stern hydraulically operated ramp, length 2,8 m, 15 t axle load each;
- One (1) high pressure hydraulic, remotely operated windlass;
- Two (2) high pressure hydraulic capstans.

PASSENGER AREAS
- One (1) saloon for 165 passengers;
- Galley, kiosk.

LIFE SAVING EQUIPMENT
- Life jackets and life buoys;
- Four (4) MES (Marine Escape System) stations;
- One (1) MOB boat with davit.

DESIGN
NED – Naval Engineering & Design (presently Remontowa Marine Design & Consulting)

OWNER
Fjord 1 MRF (Norway)

YEAR OF DELIVERY
2011
**RO-RO CAR PASSENGER FERRY**

“FINLAGGAN”

The ferry complies with Lloyd’s Register of Shipping rules and regulations.

+100A1, Passenger and Vehicle Ferry, *IWS, EP, EU(B), +LMC, UMS, NAV1, PCAC33, Green Passport, LI

**MAIN PARTICULARS**

- Length over all: 89.8 m
- Length b.p.: 81.8 m
- Breadth moulded: 16.4 m
- Depth moulded to Main Deck: 5.5 m
- Depth to Upper Deck: 11.2 m
- Design draught: 3.4 m
- Passengers: 550
- Cars/trucks on Main Deck: 66/10
- Cars on Mezzanine Deck: 18
- Crew: 34
- HFO capacity: 120 t
- MGO capacity: 40 t
- Fresh water: 40 t
- Speed: 16.5 kn
- Deadweight (summer freeboard): 740 t

**PROPULSION**

- Two (2) Main Engines of 4000 kW (at 750 RPM) each;
- Two (2) brushless 3-phase synchronous shaft driven Generators of 1440 kW each;
- Three (3) Diesel Generators of 526 kW (at 1500 RPM) each;
- One (1) Emergency Diesel Generator Set of 350 kW (at 1500 RPM);
- Two (2) Bow Thrusters;
- Two (2) Controllable Pitch Propellers;
- One (1) pair of retractable Fin Stabilizers.

**PASSENGER AREAS**

- One (1) saloon for 176 passengers;
- Two (2) saloons for 375 passengers;
- Benches for 88 passengers on open decks;
- One (1) servery;
- One (1) shop;
- Two (2) passenger lifts.

**LIFE SAVING EQUIPMENT**

- Life jackets, life buoys and immersion suits;
- Two (2) MES (Marine Evacuation System) stations;
- Two (2) FRCs (Fast Rescue Craft);
- Eight (8) life rafts.

**DESIGN**


**OWNER**

Caledonian Maritime Assets Limited (UK)

**YEAR OF DELIVERY**

2011
SKS 16 PCU DIESEL POWERED DOUBLE ENDED FERRY
Two (2) vessels – “Rebbensøy”, “Uløytind”

CLASS
The ferry complies with the Norwegian Maritime Directorates (NMD) and Det Norske Veritas (DNV) rules and regulations. DnV +1A1 – RE – Car ferry B – E0 – [NOR]

MAIN PARTICULARS
<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length over all</td>
<td>35,90 m</td>
</tr>
<tr>
<td>Length Main Deck</td>
<td>34,80 m</td>
</tr>
<tr>
<td>Breadth moulded</td>
<td>9,65 m</td>
</tr>
<tr>
<td>Breadth extreme</td>
<td>10,05 m</td>
</tr>
<tr>
<td>Depth moulded to Main Deck</td>
<td>4,00 m</td>
</tr>
<tr>
<td>Design draft</td>
<td>2,75 m</td>
</tr>
<tr>
<td>Free height on Main/Car Deck</td>
<td>4,50 m</td>
</tr>
<tr>
<td>Passengers</td>
<td>47</td>
</tr>
<tr>
<td>Cars 4,3 x 1,85 m</td>
<td>16</td>
</tr>
<tr>
<td>Crew</td>
<td>3</td>
</tr>
<tr>
<td>Fuel oil capacity in total</td>
<td>30 m³</td>
</tr>
<tr>
<td>Fresh water</td>
<td>20 m³</td>
</tr>
</tbody>
</table>

Shaft load, double air filled tires      | 13 t |
Speed                                     | 12 kn |
Deckload                                  | 58,5 t (1 truck + 4 cars) |

PROPULSION
Two (2) Main Engines of 442 kW each;
Two (2) Azimuth Thrusters;
Two (2) Cardan Shafts between main engines and thrusters;
Two (2) Generators of 139 kW each.

PASSENGER AREAS
One (1) saloon for 26 passengers.

LIFE SAVING EQUIPMENT
Life jackets and life buoys;
Two (2) MES (Marine Escape System) stations;
One (1) rescue boat with davit.

DESIGN

OWNER
Torghatten Nord AS (Norway)

YEAR OF DELIVERY
2011
RO-RO 21 PCU DIESEL POWERED FERRY
Two (2) vessels – “Vengsøy”, “Kvaløy”

CLASS
The ferry complies with the Norwegian Maritime Directorates (NMD) and Det Norske Veritas (DNV) rules and regulations. DnV +1A1 – R2 – Car ferry B – E0 – [NOR]

MAIN PARTICULARS
- Length over all: 40,60 m
- Length Car Deck: 35,15 m
- Breadth moulded: 12,00 m
- Breadth extreme: 12,40 m
- Depth moulded to Car Deck: 4,70 m
- Maximum draft: 3,00 m
- Free height on Main Deck: 2,50/4,50 m
- Passengers: 147
- Cars: 21
- Trucks: 1
- Crew: 3

Fuel oil capacity in total: 30 m³
Fresh water: 20 m³
Speed: 12 kn
Deckload (truck & cars): 60,3 t

PROPULSION
- One (1) Main Engine of 900 kW;
- One (1) CPP Propeller;
- Two (2) Generators of 200 kW each;
- One (1) Bow Thruster of 200 kW.

PASSENGER AREAS
- One (1) saloon for 147 passengers.

LIFE SAVING EQUIPMENT
- Life jackets and life buoys;
- Two (2) MES (Marine Escape System) stations;
- One (1) FRB (Fast Rescue Boat) with davit.

DESIGN

OWNER
Torghatten Nord AS (Norway)

YEAR OF DELIVERY
2011
# SKS 120 PCU GAS POWERED ROPAX FERRY

**Two (2) outer vessels (“Landegode”, “Værøy”)**  
**Two (2) inner vessels (“Barøy”, “Lødingen”)**

## CLASS
The ferries comply with the Norwegian Maritime Directorates (NMD) and Det Norske Veritas (DNV) rules and regulations. DnV +1A1 – Car Ferry A – E0 – R0 GAS FUELED (NOR)

## MAIN PARTICULARS

<table>
<thead>
<tr>
<th>Description</th>
<th>Inner</th>
<th>Outer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length over all (Inner/Outer)</td>
<td>93,0/96,0 m</td>
<td></td>
</tr>
<tr>
<td>Length b.p.</td>
<td>90,0 m</td>
<td></td>
</tr>
<tr>
<td>Breadth moulded</td>
<td>16,8 m</td>
<td></td>
</tr>
<tr>
<td>Breadth extreme</td>
<td>17,4 m</td>
<td></td>
</tr>
<tr>
<td>Depth moulded to Main Deck</td>
<td>5,5 m</td>
<td></td>
</tr>
<tr>
<td>Air draught</td>
<td>27,4 m</td>
<td></td>
</tr>
<tr>
<td>Design draught</td>
<td>4,2 m</td>
<td></td>
</tr>
<tr>
<td>Passengers</td>
<td>390</td>
<td></td>
</tr>
<tr>
<td>Crew</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>Cars, 1.85 x 4.30 m</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>Trailers, 2.6 x 19.5 m</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Car/Trailer combination</td>
<td>12 trailers + 30 cars</td>
<td></td>
</tr>
<tr>
<td>Deadweight</td>
<td>650 t</td>
<td></td>
</tr>
<tr>
<td>Gross Tonnage</td>
<td>5695 t</td>
<td></td>
</tr>
<tr>
<td>Net Tonnage</td>
<td>2507 t</td>
<td></td>
</tr>
<tr>
<td>LNG storage tank</td>
<td>150 m³</td>
<td></td>
</tr>
<tr>
<td>Diesel oil storage tank</td>
<td>30 m³</td>
<td></td>
</tr>
<tr>
<td>Fresh water</td>
<td>50 m³</td>
<td></td>
</tr>
<tr>
<td>Antiroll tank (seawater)</td>
<td>100 m³</td>
<td></td>
</tr>
</tbody>
</table>

## PASSENGER AREAS
- One (1) saloon and one (1) VIP lounge for 390 passengers;  
- Three (3) double passenger cabins;  
- One (1) cafeteria;  
- One (1) kiosk;  
- One (1) passenger lift.

## LIFE SAVING EQUIPMENT
- Life jackets, life buoys and immersion suits;  
- Two (2) MES (Marine Evacuation System) stations;  
- One (1) MOB boat with davit.

## DESIGN
LMG Marin (Norway) in cooperation with Remontowa Marine Design & Consulting.

## OWNER
Torghatten Nord AS (Norway)

## YEAR OF DELIVERY
2012

## PROPULSION

<table>
<thead>
<tr>
<th>Description</th>
<th>Inner</th>
<th>Outer</th>
</tr>
</thead>
<tbody>
<tr>
<td>One (1) Main Gas Engine</td>
<td>2430 kW (at 1000 RPM)</td>
<td>5250 kW (at 750 RPM)</td>
</tr>
<tr>
<td>One (1) Main Reduction Gearbox</td>
<td>Gear ratio 5.747:1, offset 750 mm</td>
<td>Gear ratio 3.472:1, offset 900 mm</td>
</tr>
<tr>
<td>One (1) Controllable Pitch Propeller</td>
<td>Propeller diameter 3.20 m, 4 blades</td>
<td>Propeller diameter 3.20 m, 4 blades</td>
</tr>
<tr>
<td>Speed</td>
<td>15 kn</td>
<td>19 kn</td>
</tr>
<tr>
<td>One (1) Standby Diesel Engine Driven Generator</td>
<td>930 kW</td>
<td>2200 kW</td>
</tr>
<tr>
<td>Thrusters</td>
<td>One (1) bow and one (1) aft of 500 kW each</td>
<td>Two (2) bow of 500 kW each and one (1) aft of 850 kW</td>
</tr>
<tr>
<td>One (1) Shaft generator</td>
<td>800/840 kW</td>
<td>1900/2000 kW</td>
</tr>
<tr>
<td>One (1) Emergency Generator Set</td>
<td>150 kW</td>
<td>150 kW</td>
</tr>
<tr>
<td>Retractable fin stabilizers</td>
<td>n/a</td>
<td>One (1) pair</td>
</tr>
</tbody>
</table>
**SKS 165 PCU LNG POWERED DOUBLE ENDED FERRY**

Two (2) vessels – “Ryfylke”, “Hardanger”

**CLASS**
The ferry complies with the Norwegian Maritime Directorates (NMD) and Det Norske Veritas (DNV) rules and regulations.

DnV +1A1 Car Ferry B E0 R4 GAS FUELLED

**MAIN PARTICULARS**

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length over all</td>
<td>123.7 m</td>
</tr>
<tr>
<td>Length in waterline</td>
<td>123.5 m</td>
</tr>
<tr>
<td>Rule length</td>
<td>120.0 m</td>
</tr>
<tr>
<td>Length Car Deck</td>
<td>120.0 m</td>
</tr>
<tr>
<td>Breadth moulded</td>
<td>17.7 m</td>
</tr>
<tr>
<td>Breadth extreme</td>
<td>18.2 m</td>
</tr>
<tr>
<td>Hull depth to Main Deck</td>
<td>5.1 m</td>
</tr>
<tr>
<td>Draught, scantling</td>
<td>3.5 m</td>
</tr>
<tr>
<td>Deadweight</td>
<td>750 t</td>
</tr>
<tr>
<td>Speed</td>
<td>16 kn</td>
</tr>
</tbody>
</table>

| Deck load total            | 590 t         |
| Free height throughout Car Deck | 4.5 m     |
| Air draught                | 22.0 m        |
| Passengers (including crew)| 550           |
| Crew                       | 7-9           |
| Cabins                     | 11            |
| Sitting capacity           | 476 seats + 6 wheelchairs |
| Cars 4.3 x 1.85 m          | 165           |
| Car/trailer combination    | 45 cars + 18 trailers |
| Gas tank                   | 125 m³        |
| Fresh water                | 40 m³         |

**PROPELLION**

Four (4) Main Generating Sets of 960 kW each, gas fuelled;
Two (2) Propulsion Motors of 1800 kW, 690 V each, Gas Electric propulsion, asynchronous, frequency controlled;
Two (2) Twin Propeller Azimuth Thrusters of 1800 kW (at 1000 RPM) each (fore and aft).

**DECK EQUIPMENT**

One (1) bow and one (1) stern hydraulically operated ramps, dimensions 1.5 x 12.5 m, 15 t axle load each;
One (1) high pressure hydraulic, remotely operated windlass;
Two (2) high pressure hydraulic capstans.

**LIFE SAVING EQUIPMENT**

MES (Marine Escape System);
Seven (7) open reversible life rafts
One (1) MOB boat with davit;
Life jackets and life buoys.

**DESIGN**
LMG Marin (Norway) in cooperation with Remontowa Marine Design & Consulting

**OWNER**
Norled/Tide Sjø (Norway)

**YEAR OF DELIVERY**
2013
160 PCU DUAL FUEL DOUBLE ENDED CAR-PASSENGER FERRY
“PRINSESSE ISABELLA”

DESCRIPTION
The ferry was built primarily for the traffic from Hou to the Island of Samsø (Denmark). It can take on board up to 160 cars and 600 passengers. Cars are stored on two car decks of which one is hoistable. Its operating time was optimized for efficient and fluent loading and discharging of vehicles. The ferry is powered by four Dual Fuel engines capable of running both on LNG and MDO and as such is the first ferry built in Europe to use this type of propulsion.

CLASS
The ferry complies with the Danish Maritime Authorities (DMA) and Det Norske Veritas (DNV) rules and regulations. DnV +1A1 Car Ferry B Restricted Area R2 E0 Gas Fuelled Ice Class C BIS

MAIN PARTICULARS
- Length over all: 99,90 m
- Length in waterline: 97,50 m
- Breadth moulded: 18,50 m
- Breadth extreme: 19,00 m
- Hull depth to Main Deck: 5,20 m
- Draught, scantling: 3,20 m
- Deadweight: 650 t
- Speed: 16 kn
- Passengers (winter/summer): 405/600
- Cabins: 4
- Sitting capacity: 405 (inside) + 195 (on deck)
- Cars: 160
- Car/trailer combination: 45 cars + 18 trailers
- Fuel oil: 80 m³
- Gas tank: 40 m³
- Fresh water: 20 m³
- Sewage water: 20 m³

PROPULSION
- Gas/Diesel Electric system:
- Four (4) Dual Fuel Engines (LNG/MDO):
- Four (4) highly efficient Azimuth Rudder Propeller units.

DECK EQUIPMENT
- One (1) bow and one (1) stern hydraulically operated bow visor;
- Hoistable car deck port and starboard 2 x 55,80 m each;
- Two (2) hydraulic anchor winches, starboard fore and portside aft;
- Four (4) hydraulic mooring winches, one on each mooring deck.

LIFE SAVING EQUIPMENT
- Two (2) complete MES (Marine Escape System) slide systems;
- Three (3) open reversible life rafts;
- FRB (Fast Rescue Boat) with davit;
- Life jackets, life buoys – according to rules.

DESIGN
Remontowa Marine Design & Consulting.

OWNER
Samsø Kommune (Denmark)

YEAR OF DELIVERY
2015
150 PCU DUAL FUEL DOUBLE ENDED CAR-PASSENGER FERRY
Three (3) vessels – “Salish Orca”, “Salish Eagle”, “Salish Raven”

DESCRIPTION
The ferry is designed with a hull symmetrical to main deck level, two continuous car decks, passenger deck, two crew decks, bridge deck and bow/stern visors intended for loading and unloading. The lower car deck is fully enclosed by the use of four deck ramps and the upper car deck is open. The propulsion consists of three dual fuel main engines/generating sets powering two azimuth thrusters (one on each end). The ferry can take on board up to 150 cars and 600 passengers.

MAIN PARTICULARS
- Length over all approx. 107.20 m
- Length b.p.p. approx. 103.20 m
- Breadth moulded 23.50 m
- Breadth maximum 24.00 m
- Height to main deck 6.60 m
- Design draught approx. 4.65 m
- Service speed 15.5 kn
- Passengers (incl. crew) 600 persons
- Crew 16 persons
- Personal cars 150 PCU
- Combined: Personal cars 100 PCU
- Commercial vehicles 10 pcs
- Tractor trailers 4 pcs
- Deckload total approx. 390 t
- Deadweight approx. 619 t

PROPULSION
- Gas/Diesel-Electric type;
- Three (3) Dual Fuel engines/gensets (3 x 1350 kWe @ 1200 RPM);
- Two (2) azimuth thrusters (2 x 1400 kW @ 207 RPM).

EMERGENCY GENERATING SET
- One (1) emergency generating set (1 x 350 kWe @ 1800 RPM).

DECK EQUIPMENT
- One (1) bow and one (1) stern hydraulically operated visor;
- Two (2) hydraulic anchor winches;
- Two (2) hydraulic mooring winches.

LIFESAVING EQUIPMENT
- Two (2) complete Marine Evacuation Systems for 600 PAX + 20% margin;
- Two (2) 5-metre long Rescue Boats;
- Life jackets, life buoys – according to rules.

DESIGN
Remontowa Marine Design & Consulting.

OWNER
British Columbia Ferries (Canada).

YEAR OF DELIVERY
2016/2017
DESCRIPTION
The ferry is designed with an ice strengthened hull symmetrical to main deck level, one open car deck, tween deck consisting of two fixed ramps intended for personal cars, passenger lounge, crew deck, bridge deck and hydraulically operated ramps and visors in both ends. It can take on board up to 150 cars and 700 passengers. The ferry is designed as a diesel-electric driven vessel that is prepared for future upgrade to LNG or Dual Fuel (LNG/MDO) propulsion.

CLASS
DNV +1A1 R3 ICE-1A CAR FERRY B E0

MAIN PARTICULARS
<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Length over all</td>
<td>114,00 m</td>
</tr>
<tr>
<td>Length b.p.p.</td>
<td>103,50 m</td>
</tr>
<tr>
<td>Breadth moulded</td>
<td>19,20 m</td>
</tr>
<tr>
<td>Breadth extreme</td>
<td>19,70 m</td>
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<tr>
<td>Hull depth to Main Deck</td>
<td>6,00 m</td>
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<tr>
<td>Maximum draught</td>
<td>4,00 m</td>
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<tr>
<td>Speed</td>
<td>15,0 kn</td>
</tr>
<tr>
<td>Passengers</td>
<td>700 persons</td>
</tr>
<tr>
<td>Crew</td>
<td>18 persons</td>
</tr>
<tr>
<td>Personal cars</td>
<td>150 PCU</td>
</tr>
<tr>
<td>Combined:</td>
<td></td>
</tr>
<tr>
<td>Personal cars</td>
<td>62 PCU</td>
</tr>
<tr>
<td>Trailers</td>
<td>12 pcs</td>
</tr>
<tr>
<td>Deadweight</td>
<td>634 t</td>
</tr>
</tbody>
</table>

PROPULSION
Diesel-Electric type;
Total genset power output over 5500 kW (≥ 1500 RPM);
Two (2) azimuth thrusters (FPP, 2150 kW each, DNV ICE-1A certified).

DECK EQUIPMENT
One (1) bow and one (1) stern hydraulically operated visor;
One (1) hydraulic anchor winch;
Four (4) hydraulic capstans.

LIFESAVING EQUIPMENT
Two (2) complete Marine Evacuation Systems for 718 persons;
One (1) 6-metre long Fast Rescue Boats;
Life jackets, life buoys – according to rules.

DESIGN
LMG Marin (Norway).

OWNER
OU TS Laevad OÜ – subsidiary of Port of Tallinn (Estonia).

YEAR OF DELIVERY
2017
DESCRIPTION
The ferries have been specifically designed to match the refurbished linkspans at Thames crossing in the district of Woolwich. The vessels’ propulsion system has been designed around the principals of maximum efficiency, inbuilt redundancy, high reliability, low emissions and low operating costs. Therefore, each vessel is equipped with four azimuth thrusters powered by vertically mounted permanent magnet motors. Two Diesel generating sets are installed and in normal operation only one is running at a near constant load with the battery installation providing the peak power demand for the crossings. When the propulsion power demand is low the excess generated power is used to recharge the batteries. To further reduce emissions the generating sets were fitted with an Exhaust After Treatment system comprising of both an SCR (Selective Catalytic Reduction) and DPF (Diesel Particulate Filter) making these ferries the most environmentally friendly vessels planned for operation on the River Thames.

CLASS
LR +100A1 Passenger/Vehicle Ferry, (Woolwich Service), +LMC

MAIN PARTICULARS
Length over all 62,60 m
Length b.p.p. 60,00 m
Breadth moulded 18,80 m
Breadth maximum 19,20 m
Hull depth to main deck 5,50 m
Draught maximum 1,80 m
Speed 8,5 kn
Passengers 150 persons
Personal cars 45 PCU
Deadweight 607 t

PROPULSION
Diesel Electric Hybrid type;
Two (2) generating sets of 450 kW @ 1800 RPM each (equipped with SCR and DPF);
Four (4) azimuth thrusters with vertically mounted PM motors (300 kW each);
Air cooled battery pack with a capacity of 182 kWh.

DECK EQUIPMENT
Four (4) hydraulically operated car barriers;
One (1) electric anchor winch;
One (1) electric capstan;
Integrating with a magnetic-type shore-based automatic mooring solution.

LIFESAVING EQUIPMENT
One (1) Fast Rescue Boat;
Two (2) Marine Evacuation Systems for a total of 200 persons.

DESIGN
LMG Marin in cooperation with Remontowa Marine Design & Consulting.

OWNER
Transport for London (UK).

YEAR OF DELIVERY
2018
DESCRIPTION
The ferries will be equipped with an innovative and highly efficient Diesel Electric Hybrid system. In normal operation the entire required power will be taken from two battery packs installed on board. The batteries will be recharged from the land grid during the vessels stay at quay which will typically be about 11 minutes. A fast charging solution will therefore be used in order to ensure that the required state of charge of the batteries is maintained. The shore charging system will be integrated with an automatic mooring system holding the ferries when at quay and giving the “green light” for the charging process to start. The intention is to use the generating sets that the vessels will be equipped with (running on 100% Biodiesel), only in case of emergency. The electric system will be, however, prepared to operate them alongside batteries, e.g. in peak shaving mode.

CLASS
DNVGL +1A1 LC FERRY B E0 R4 BATTERY(POWER)

MAIN PARTICULARS
| Length over all | 114,40 m |
| Breadth maximum | 17,70 m |
| Hull depth to main deck | 4,30 m |
| Passengers | 299 / 399 persons |
| Personal cars | 120 PCU |
| Deadweight | 590 t / 599 t |

PROPULSION
Diesel Electric Hybrid type;
Two (2) generating sets (100% Biodiesel compatible);
Two (2) pulling-type azimuth thrusters with vertically mounted PM motors;
Air cooled battery pack.

DECK EQUIPMENT
Two (2) hydraulically operated flaps;
One (1) hydraulic anchor winch;
Two (2) hydraulic capstans;
Integrating with a shore-based battery charging solution;
Integrating with a shore-based automatic mooring solution.

LIFESAVING EQUIPMENT
One (1) MOB Boat;
Three (3) / Four (4) Marine Evacuation Systems for a total of 550 / 800 persons.

DESIGN
LMG Marin.

OWNER
Norled (Norway).

YEAR OF DELIVERY
2019/2020