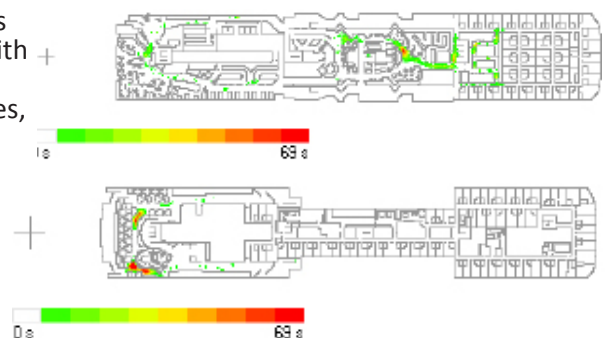




## Spirit of Tasmania I and II, Evacuation Analysis

<b>General:</b>	Spirit of Tasmania I and Spirit of Tasmania II were built in 1998 by Kvaerner Masa-Yards in Finland. They have a displacement of almost 30,000 tonnes and they cross Bass Strait at a cruising speed of 27 knots. The vessels are operated by TT-Line Company Pty Ltd. A refurbishment on deck 7 leads to a re-establishment of the Muster Station locations. An advanced evacuation analysis was conducted according to IMO guidelines (MSC/1238).	
<b>Main Particulars:</b>	Length o.a.	194.3 m
	Breadth moulded	25.0 m
	Draught (design)	6.55 m
	Deadweight	5650 t
<b>Capacity:</b>	No. of passengers	1400
	No. of berths	748
	No. of cabins	222
	Vehicle lane metres	2,565 m
<b>Speed:</b>	Max.	30.8 kn
	Service (90 % MCR)	27 kn
<b>Propulsion:</b>	Diesel	
	Main engines	4 x Wärtsilä Sulzer 16ZA V40S
	Installed power	42240 kW
<b>Miscellaneous:</b>	Classification	ABS
	IMO number Spirit of Tasmania I	9158446
	IMO number Spirit of Tasmania II	9158434
<b>Scope of Work:</b>	<p>Part A: Review of the current Muster Stations and Muster crew list was conducted along with performing an advanced Ship Evacuation Analysis according to the MSC 1238 guidelines, using AENEAS, an enhanced evacuation simulation software tool.</p>  <p>Part B: Evacuation analysis on a variety of options, in post-conversion arrangement. Proposals for optimizing the Muster Station locations and Muster Station crew list.</p> <p>Part C: Further evaluation of one of the options examined in Part B, with a new optimized crew Muster list and a new Muster Station arrangement in the post-refurbishment situation.</p>	
<b>Ref. No.:</b>	KEH 13031	