



## Stabilised Monohull RoPax Ferry with LNG Propulsion

<b>General:</b>	The vessel is designed as a stabilised monohull ferry, highly efficient and flexible, with LNG propulsion meeting the demands of the future. The passenger areas and systems are specially designed and optimised for high utilisation in summer periods and low utilisation in winter periods.		
<b>Main Particulars:</b>	Length o.a.		140 m
	Length p.p.		126.60 m
	Breadth moulded		32 m
	Depth to upper deck		11.4 m
	Draught (design)		5.6 m
	Deadweight		1900 t
<b>Capacity:</b>	No. of passengers		1500 pers.
	No. of cars		290 pcs on the car deck 80 pcs on the platform deck
	No. of trucks		920 lane meter on car deck
<b>Speed:</b>	Max.		23 kn
	Service speed summer		20 kn
	Service speed winter		16 kn
<b>Propulsion:</b>	LNG		
	Main engines		Rolls-Royce
	Installed power		12000 kW
	Aux. power		5 x 1500 kW
	Bow thrusters		2 x 800 kW
<b>Miscellaneous:</b>	Classification		DNV
<b>Scope of Work:</b>	Concept Design, including: General Arrangement RoRo efficiency analysis and study of operation profile Speed and power Engine room arrangement and layout calculations		
<b>Ref. No.:</b>	KEH 10081.01		