



CLIPPER POINT: Huelva's new ferry for Northern Ireland link

Shipbuilder: **Astilleros de Huelva SA, Spain**
 Vessel's name: **Clipper Point**
 Hull number: **820**
 IMO number: **9309100**
 Owner/operator: **Seatruck Ferries Ltd, UK**
/Clipper Group Ltd, Bahamas
 Designer: **Knud E Hansen, Denmark**
 Flag: **Cyprus**
 Total number of sister ships already completed: **Nil**
 Total number of sister ships still on order: **3**

CLIPPER Point is the first in a series of four ro-ro ferries ordered from the Huelva Shipyard in southern Spain, by British operator Seatruck, for its Heysham (UK) to Warrenpoint (Northern Ireland) link. The remaining three vessels are building at the Sevilla Shipyard, in which Huelva has an 80% shareholding, and were also scheduled to enter service during 2008, although not necessarily on the same route.

By sailing at 22knots, it is expected that *Clipper Point* will cut voyage time in the often arduous weather conditions experienced in the Irish Sea, from nine hours with existing tonnage, to six-and-a-half hours. In addition, it is understood that if two vessels from this new series were to operate together, they would double trailer intake compared with the totals achieved by the ships currently running on the service, to around 130,000 annually.

The design follows the now popular ferry layout by having a main hull topped by a deckhouse forward, which provides accommodation for a crew of 23 and 12 passengers. The machinery space is right aft with exhausts led to a narrow funnel built into the ship's port side, with a narrow bridge which straddles the open vehicle deck (No 5). Principal cargo will be containers, trailers and MAFI trailers, carried on the tanktop (deck 1) and numbers 3 and 5 decks. Dangerous goods in package form, conforming to most IMDG codes, can be loaded throughout the cargo space.

Vehicle access is over the stern at deck 3 through two watertight doors which also serve as ramps. The port side entry connects with a fixed ramp taking traffic direct to deck 5, with the starboard side accessing No 3

deck and, via another fixed ramp, serving the tanktop. This ramp is capable of closure by a side hinged, hydraulically operated, flush fitting cover.

All the internal ramps are of open-web construction, with the main access door/ramps wire operated using winches positioned aft on deck 5. Flap extensions are fitted to both ramps to match with the loading facilities at the two terminals. Trailer clear height is 4.8m, and vehicle lanes approximately 3m wide provide a total available lane length of 1800m.

A feature of the ramp/doors is the fitting of ice-breaking devices. Flush 'elephant-foot' lashing pots are fitted into the decks to secure the trailers, and deck 5 is also provided with flush stacking sockets to suit 20ft and 40ft containers, as well as having arrangements for twistlocks.

The machinery installation is based on two Wärtsilä 8L46 medium speed engines, each developing 9240kW at 500rev/min. Wärtsilä also supplied two reduction gearboxes fitted with power take-offs for a pair of 1500kW/1800rev/min alternators, and the two controllable pitch propellers. Two 645kW diesel-driven alternator sets (supplied by the same manufacturer) are also installed, but in a separate machinery room, alongside an emergency unit. An oil fired thermal oil boiler satisfies heating requirements.

Also supplied by Wärtsilä are two 1000kW bow thrusters, capable of operating simultaneously and continuously for one hour at 80% (2 x 800kW) full load. Two flap-type rudders are installed behind the propellers, and either side of a central skeg.

TECHNICAL PARTICULARS

Length, oa 142.00m
 Length, bp 133.00m
 Breadth, moulded 23.00m
 Depth, moulded
 to main deck 8.50m
 to upper deck 16.30m
 Draught
 design 5.20m
 scantling 5.70m
 Gross 14,759gt
 Deadweight
 design 3800dwt
 scantling 5200dwt
 Speed, service 22knots

Bunkers
 heavy oil 800m³
 diesel oil 100m³
 Water ballast 3500m³
 Classification Det Norske Veritas + 1A1, General Cargo Carrier/Ro-Ro Container, E0, DG-P, TMON

Main engines
 Design/manufacturer Wärtsilä
 Model 8L46
 Number 2
 Type of fuel used HFO
 Output 2 x 9240kW/500rev/min

Gearboxes
 Make Wärtsilä
 Type single input/single output
 Number 2

Propellers
 Manufacturer Wärtsilä
 Number 2
 Pitch Controllable

Main-engine driven alternators
 Number 2
 Make/type Wärtsilä/P58
 Output 2 x 1500kW/1800rev/min

Diesel-driven alternators
 Number 2
 Engine make/type Wärtsilä 4L20
 Output 2 x 645kW/500rev/min
 Type of fuel used MDO

Vehicles
 Number of decks 3
 Total lane length 1800m

Doors/ramps
 Number/type 2 x stern doors/ramps
 1 x fixed ramp to No 5 deck
 1 x fixed ramp to No 1 deck

Designer
 Complement 23
 Passengers 12

Special rudders
 Number/type 2 x hinged flap
 Designer
 Bow thrusters

Number/make 2 x Wärtsilä
 Output 2 x 1000kW

One man operation No
 Fire extinguishing systems
 Cargo spaces Drencher
 Engine room Semco watermist

Contract date
 Launch/float-out date
 Delivery date 2008

