



Roberto Forti

Shipbrokers & Marine Consultant

Nord-pass-de-Calle



Main Dimensions :

Built	1987 by Normed - Dunkirk - France
Length over all:	160.06 m
Length between perpendiculars:	150.00 m
Extreme breadth :	23.00 m
Depth to the main deck:	8.55 m
Depth to the upper deck:	13.80 m
Draught:	5.94 m
Gross tonnage:	13727 UMS
Net tonnage:	5525 UMS
Minimum summer freeboard:	1425mm
Displacement:	11971 T
Deadweight:	5096 T
Speed:	21.5 knots
Total persons on board:	160 (41 crew members + 119 passengers)

Rules and Regulation

Flag:	French
French crew/officers	
Port of registry:	DUNKIRK
Registry number:	DK 714013
Call Sign:	FNBN

Roberto FORTI Ship & Yacht Brokers

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FYP s.r.l.

P.I & C.F: 01635610494~ Ruolo Mediatori Marittimi di Livorno n° 224 - 227

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IMO: 8512152
BV Register number: 37 Y 397
Classification: BV I {HULL {MACH RO-RO Passenger ship Unrestricted Navigation
{AUT-IMS – {AUT-PORT MON-SHAFT; SDS
Keel laid: 18/08/1986
Delivered: 30/12/1987
Type of operation: International short sea trading
Building Yard: NORMED - DUNKIRK
Vessel complies with Solas 90 as one compartment vessel
Vessel complies with Stockholm Agreement(2003/25/CE) for significative wave height 2.8 m
Ice Class: No

Machinery

Main Engines

Device	Number	Maker/Type	Power
Main Engine	2	CCM SULZER 16 ZAV 40	2 x 9016 kW
Shaft Generator	2	Jeumont Schneider ARM 92 B4	2 x 1500 KVA

4 stroke , simple-acting, no reversing, turbo-charged engine

power : 2 x 9016 = 18032 Kw

520 rd / min

Fuel: 380 CST

Speed abt 21.5 knots

Consumption: 2.0 mt/h

Abt 6.0 mt for one round trip Calais/Dover/Calais

Turbo-compressors: BBC VTR 454

Each engine lead a propeller shaft with variable pitch propeller LIPS

Reduction Gear LOHMANN type NAVILUS CCH P 950, thrust included.

Ratio: 580 / 196

Auxiliary Engines

Device	Number	Maker/Type	Power
Auxiliary Engine	3	WARTSILA VASA 6RND22	2655 KW
Alternators	3	Jeumont Schneider AHM 92 A6	3x1012 KVA
Emergency Engine	1	KHD DEUTZ BF12 L513	283 KW
Emergency Alternator	1	Jeumont Schneider APM 56 DR4	219 KVA

Boilers

Device	Number	Maker/Type	Pressure
Main Boiler	2	VAPOR type V 2000	8b
Recovery Boiler	2	VAPOR type CRA 1000	8b

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Bow Thrusters

Device	Number	Maker/Type	Power
Bow Thrusters	2	LIPS CT 12	1114 Kw

Rudders and Steering-gears

Device	Number	Maker/Type
Rudder	2	BECKER 11.2m2
Steering-gears	2	HATLAPA Teleram R4V

Roll motion stabilisers

Device	Number	Maker/Type
Stabilisers	2	SNACH type SAPHIR 2

Automation

Ship automation : {AUT-IMS – {AUT-PORT
3 generating-set : starting and electric power repartition automatically
2 boilers: burners and control automatic

Anti list system

Intering automatic trimming system (originally designed with heavy wagons)

Garage

2 drive through RORO (deck 3 and deck 5) Deck 3 = Main deck

Access

Fore door: Wide clearance 9.0 m
Height clearance 4.95 m
Stern door: Wide clearance 4.48 m
Height clearance 14.53 m
No external ramps. Using double tier shore linkspan in Calais / Dover
Loading / unloading at stern (in Dover) and at the fore (in Calais) with onshore ramps.

Upper roll-deck (deck 5)

Fore door: Wide clearance 9.0 m
Height clearance 4.95 m
Roll length: 697.50 LM
Height clearance: 14.00m

Main deck (deck 3)

Inner bulkhead door: Wide clearance 8.0 m
Height clearance 4.52 m
Roll length: 689.40 LM

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Height clearance : 8.0 m

Trucks Capacity

In Dover or Calais loading condition, 75 units of 16 m total
38 units of 16 m length deck 3 + 37 units of 16 m length deck 5

Dangerous cargoes

17 slots in accordance with IMDG code on Deck 5 and aft Deck 3,
An inner transversal watertight bulkhead door on deck 3 shall allow the vessel to sail with the
aft external door open to allow dangerous cargoes on the aft deck 3
Equipped with foam hose

Rail capacity

Rail length: 600 LM for wagons (40 wagons) in deck 3
Former train stoppage are said to be accessible by cutting steel plates

Accommodation/Public Spaces

Fully air conditioned

Overnight accommodation for crew

Deck 9

8 Officers cabins: washbasin, showers, WC

1 Master/Chief Engineer ensuite cabin: washbasin, showers, WC

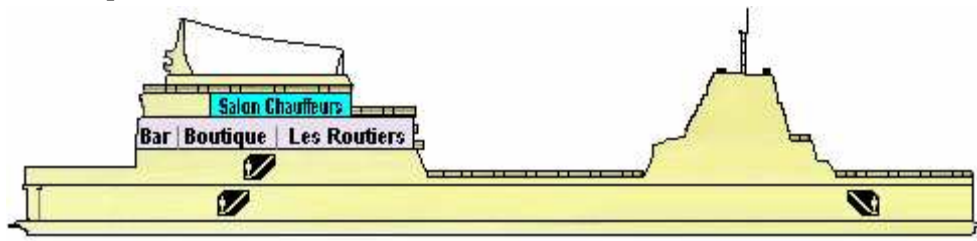
Deck 8

18 single cabin for crew member: washbasin, showers, WC

15 single cabins for catering crew member; washbasin, (formerly passenger cabins)

Total 43 cabins – 43 berths

Public spaces for trucks drivers



- Capacity 119 passengers (trucks drivers)
- Drivers restaurant "Les Routiers aft deck 7 (76 seats)
- Bar (43 seats) / Boutique fore deck 7
- 5 showers, public WC
- Lounge with inclinable seats deck 8 (15 seats)

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Lift

1 lift deck 5 / deck 9

Navigation

Permit

International Short Sea Voyage

French Navigation License : Second Categorie

Oceanic navigation area: A1-A2

Max total persons on board: 160 (41 crew members + 119 passengers)

Shiphandling

2 propeller shafts

2 controllable pitch propeller

2 rudders

2 bow thrusters

All these devices are controlled from 3 consoles:

-bridge

-starboard wing bridge

-port wing bridge

Nav aids

Navigators	number	mark
Radar 10 cm	1	Bridgemaster
Radar 3 cm	2	Bridgemaster
Echo sounder	1 deep water	Simrad
	1 shallow water	Simrad
DGPS	2	MLR
LOCH	1	Simrad
Gyrocompass	2	Anchut
Auto-pilote	1	Anchut

Automatic Identification System (AIS): 1

Voyage Data Recorder (VDR): 1

Radio-communications

Radio-electric instruments	Number
VHF	
RT 2047 A	3
RT 2048	1
RT 4822	1
MF	
HF SSB RE2100	1
NAVTEX receiver	1
EPIRB Sarsat-Cospas	2

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Radar transponder 2
VHF transmitter-receiver mobile (used in liferaft) 2

On board communications

- Two independent automatic telephones network
- Sound powered telephone network
- Interphone network (1) : Bridge - engine room – forward and aft stations – roll decks doors
- Interphone network (2) : Bridge – rudder room – pitch propeller control room – bow thrusters room
- Interphone network (3) : engine control room with others engines rooms
- Crew address system
- Public address and entertainment system

Mooring and ground tackle

Forward station:

- 2 capstans
- 2 self-tensionning winches

Aft station:

- 4 self-tensionning winches

On each station, centralized control allows one seaman for operation.

Fire fighting

Fire alarms

3 fire alarms mimics on board:

- bridge
- engine control room, engine rooms alarms only
- main deck , security room

fixed fire-extinguishing systems

Fire main pressure is maintained with an hydrophore pump and 2 main fire pumps which start automatically in case of decreasing pressure.

Engine rooms are protected by fixed foam system and NOVEC extinguishing system.

Roll decks are protected by water spraying system (Drencher).

All accommodation and cabins are protected by water sprinkler system.

Galley ventilation is protected by a discharge of CO2.

Life-saving appliances

Life-saving appliances

	Number
Lifeboats	2 x 50 pers
Life rafts with approved launching appliances	4 x 25 pers
Life rafts	1 x 12 pers
Lifebuoys	18

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Lifejackets	180
Lifejackets for children	0
Immersion suits	6
Thermal protective aids	0

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