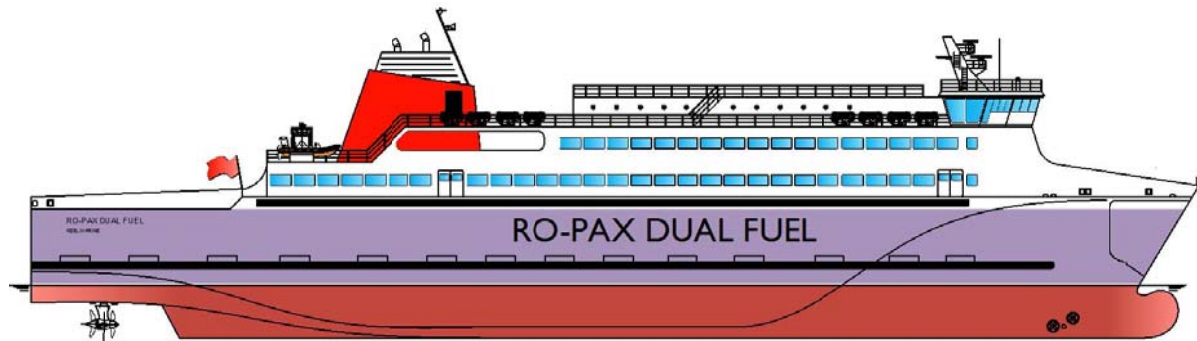


100m Ro-Pax Ferry



Principal Particulars

Length Overall	: 100.00 metres	Lane Length (Main Deck):	391 metres
Length Waterline	: 95.00 metres	Lane Length (Mezzanine)	: 138 metres
Beam Overall	: 18 metres	Passengers	: 600
Depth (Main deck)	: 6.5 metres	DF Generators	: 4 x 2700 kW
Design Draft	: 4.5 metres	Service Speed	: 12.00 knots

Descriptive Summary

Keel Marine has developed this conceptual 100m metre Ro-Pax ferry which utilises dual fuel propulsion for economic and environmental performance, and builds upon our experience in the design of Ro-Pax vessels.

LNG offers operators of ships within an Emission Control Area (ECA) the ability to comply with the strict environmental criteria required by IMO Tier III, and operators both inside and out of ECAs scope to reduce costly fuel bills due to the predominantly cheaper cost of LNG. Recognising the current paucity of LNG infrastructure in many parts of the world, a dual fuel propulsion system is specified enabling operators to mitigate against potential shortages and switch to routes currently devoid of LNG bunkering facilities if required.

The vehicle deck can accept up to 86 cars on the main deck and an additional 30 on 3 raising mezzanine decks.

On Number 3 Deck is a restaurant, a café, baggage racks, toilets and baby changing facilities along with airline style seating for 378 passengers.

Number 4 Deck incorporates open, partially sheltered and fully enclosed areas which house a TV lounge, a shop, a crèche, lounge style seating and airline style seating for 204 passengers.

Finally Number 5 Deck contains crew cabins and mess facilities and outside seating for passengers.

The vessel is to meet all the requirements of the MCA Passenger Ship Construction Rules for Class III Passengers ships.