

# HSLC

*30.6m Ferry*



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## GENERAL VESSEL DESCRIPTION

|                |         |                 |                                       |
|----------------|---------|-----------------|---------------------------------------|
| LOA :          | 30.6m   | Main Engines :  | 2 x MTU 12V2000 M70 788kW @ 2100rpm   |
| LWL :          | 27.4m   | Gearbox :       | 2 x ZF BW250 (ratio 2.448:1)          |
| Beam Moulded : | 7.3m    | Auxiliary :     | Cummins 4BT 3.9G2(M) / UCM 224E 60kVa |
| Draft :        | 0.9m    | Propulsion :    | 38" 5Blade propellers                 |
| Fuel :         | 6000lts | Max Speed :     | 27 knots @ 100% MCR                   |
| Water :        | 500lts  | Cruising Speed: | 25 knots                              |

Baggage: Main Deck 18.9m<sup>3</sup> , Hull 50m<sup>3</sup> +

**VESSEL TYPE:** Planing Monohull for coastal service

**SURVEY AND CLASSIFICATION:** The vessel shall be classed Det Norske Veritas (DNV) with the notation  $\times$  1A1 HSLC R3 Passenger, EO, shall comply with the requirements of Queensland Survey USL 2B

**STRUCTURE:** Aluminium

### OUTFIT AND FINISHING:

The vessel shall be laid out as per the general arrangement drawings and all fittings and equipment required for the operation of the vessel shall be supplied. The 'fitout' is to be of a high commercial finish in keeping with a modern passenger vessel. The interior layouts and finishing's will be confirmed in conjunction with the client.

### Noise Levels

The noise level at the centre of each crew and passenger area shall not exceed 75 dB(A) and the noise level at the centre of the wheelhouse shall not exceed 65 dB(A).

### Fitout:

|           |   |
|-----------|---|
| FLOOR:    | Carpet (100% Wool), "Aquadeck" in WHS & entry. Non Skid Paint Exteriors |
| DECKHEAD: | "Luxalon" perforated aluminium  |
| LININGS:  | Aluminium honeycomb panels (Ayr-lite)                                   |
| SEATING:  | Rae Line "Skipper Challenger", Seat pitch to be 850mm                   |

### AIR CONDITIONING SYSTEM:

Reverse cycle system is based on an water cooled compressor unit linked up to a multiple number of fan coil units. Design of the system shall be based upon an ambient operating temperature of 35°C (95% RH) and sea water of 30°C. Crew spaces to be cooled/heated to 21°C (50%RH).

### NAVIGATION and COMMUNICATION EQUIPMENT: (as per survey requirements of USL 2B)

Furuno Model 1510 15" Radar with 6ft antenna 15mtr cable ARP17 Plotter GCY8 Gyro converter  
JMC 1400 Dual frequency sounder 50/200 1kw  
JMC NP-30NT with GPS ANTENNA  
ICOM-IC-M700 complete with tuner and Banten HF antenna  
Icom IC-M502 VHF Radio with Banten antenna  
Sailor C2906 Inmarsat C VMS unit  
KVH Trac phone Inmarsat M  
Navicontrol Autopilot 3003 Gold with second station  
Cetrek "Poseidon" compass  
Den Haan DHR CS-220 Searchlight

Closed circuit TV monitoring of engine room and main deck. All navigation equipment interfaced to Bridge displays

