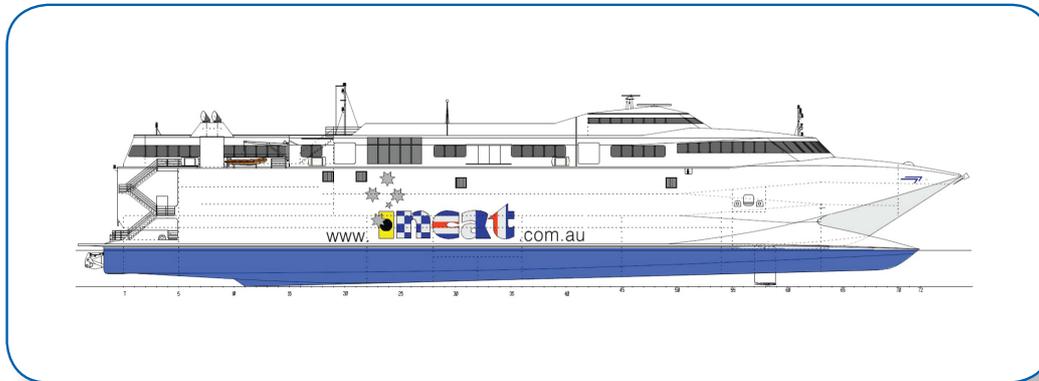


## Hull 056

### 96m Wave Piercing Ro/Pax Catamaran



#### General Particulars

Yard No:	056
Designer:	Incat Tasmania Pty Ltd.
Builder:	Incat Tasmania Pty Ltd.
Class Society:	Det Norske Veritas
Certification:	DNV 1A1 HSLC R1 Car Ferry "B" EO
Length overall:	95.47m
Length waterline:	86.00m
Beam overall:	26.60m
Beam of Hulls:	4.50m
Draft:	4.00m
Speed:	38 knots at 675 tonnes deadweight 46.1 knots at lightship

Note - All speeds quoted at 100% MCR 4 x 7080 kW @ 1030 rpm without deployment of T-foil, with clean underwater parts and in water depths of 10 metres to 50 metres.

#### Capacities

Max Deadweight - 675 tonnes  
Passenger Capacity - 941 persons (including crew)  
Passenger Deck - located on one level, the Passenger Deck is divided into three lounges:

- Aft Lounge with First and Economy Class seating areas, Bar, Male/Female Toilets, Disability Toilet/Mothers Room and exterior Passenger Deck.
- Midship Lounge with seating areas, Kiosk, Food Preparation Area, Shop and Passenger Entry Doors.
- Forward Lounge with seating areas, Bar, Male/Female Toilets, Crew Room including Crew Wash Room and Lower Wheelhouse.

Vehicle Capacity - 330 truck lane metres at 3.1m wide x 4.0m/4.35m clear height plus 80 cars at 4.5m length x 2.3m wide or 260 cars only using optional mezzanine decks.

Axle loads - Transom to Frame 47 - 10 tonnes per dual wheel axle or axle groups to suit European standards. Fwd of Frame 47 Ramp A to D - 0.8 tonnes per single tyre/single axle group.

#### Tankage

Fuel Oil - 174,880 litres  
(plus 392,856 litres in long range tanks)  
Fresh Water - 5,000 litres  
Sewage - 5,000 litres  
Lube Oil - 2 x 465 litres  
ER Oily Water - 2 x 150 litres  
Genset Fuel Oil - 2 x 850 litres

#### Construction

Design - Two slender, aluminum hulls connected by a bridging section with center bow structure at fwd end. Each hull is divided into eight vented, water-tight compartments divided by transverse bulkheads. Two compartments in each hull prepared as short-range fuel tanks and one as a long-range fuel tank.

#### Air Conditioning

Sanyo reverse cycle heat pump units throughout capable of maintaining between 20-22 deg C and 50% RH with a full passenger load and ambient temperature of 35 deg C and 50 % RH.

#### Safety and Evacuation

Escape is via Four Marine Evacuation Stations, two port and two starboard and two external stairs aft. Each MES serving a total of 200 persons each and each aft stairs up to 100 persons. A total of eleven 100-person rafts are fitted. 2 x SOLAS inflatable dinghy with 30 hp motor and approved launch / recovery method.

#### Machinery Installations

Main Engines - 4 x resiliently mounted Ruston 20RK270 marine diesel engines, each rated at 7080 kW at 1030 rpm.

Water Jets - 4 x Lips 150/3 D waterjets configured for steering and reverse.

Transmission - 4 x Reintjes Vlj 6831 gearboxes, approved by the engine manufacturer, with reduction ratio suited for optimum jet shaft speed.

Hydraulics - Three hydraulic power packs, one forward and two aft, for running of mooring capstans, anchor winch, ride control, steering/reverse and rescue boat cranes.

Ride Control - A 'Maritime Dynamics' active ride control system is fitted to maximise passenger comfort. This system combines active trim tabs aft and optional fold-down T-foil located at aft end of centre bow fitted with active fins. The structural abutment, electrical and hydraulic services to receive the fwd T-foil will be fitted as standard to the vessel.

Monitoring - An electronic alarm and monitoring system with dual central VDU displays, keyboards and printer fitted in the wheelhouse. Alarm and monitoring to meet the requirements of the HSC Code, the HSLC Rules and EO requirements.

#### Electrical Installations

Alternators - 4 x Caterpillar 3406B 245kW (nominal) marine, brushless, self-excited alternators.

Distribution - 415V, 50 Hz. 3 phase. 4 wire distribution with neutral earth allowing 240 volt supply using one phase and one neutral. Distribution via distribution boards adjacent to or within the space they serve. Distribution to essential services from independent distribution boards supplied from both switchboards.

Details provided are based on original design and certification.

For information on Incat representatives in your region contact head office