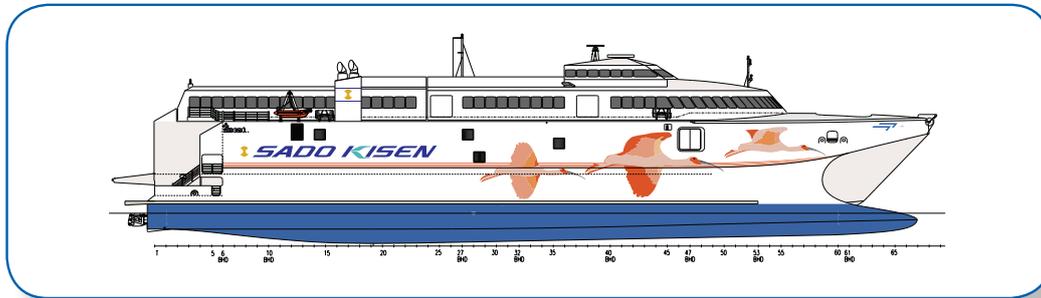


85m**HULL 068**

Hull 068

85m Wave Piercing Catamaran



General Particulars

Yard No:	Q68
Designer:	Revolution Design Pty Ltd.
Builder:	Incat Tasmania Pty Ltd.
Class Society:	Det Norske Veritas
Certification:	DNV + IAI HSLC RI CAR FERRY B EO
Length overall:	85.2
Length outer hulls:	81.0m
Beam (overall)	26.2m
Draft (design)	3.40m
Speed:	approx 40 knots at 200 tonnes DWT 37 knots loaded @ Sea Trial with 470 tonnes cargo

Capacities

Passenger Capacity: 692 persons (passengers and crew)

Passenger Deck: The single level tier 2 deck is accessed by side entry doors, or lift or spiral staircase from the vehicle deck and is divided into 3 lounges:

- Forward lounge:** seating areas, male/female toilets
- Midship Lounge:** seating areas, information desk and shop, disability toilet/parents room, male/female toilets and crew rooms.
- Aft Lounge:** seating areas, male and female toilets, children's room and pet room.

Vehicle Capacity: 151 car spaces @ 4.5m long x 2.3m wide (755 car lane metres) or 330 truck lane metres @ 4.6m clear height plus 300 sqm @ minimum 4.0 clear height.

Vehicle Decks: Truck deck - Axle load of 13 tonne (single axle, dual wheel) from Transom to Frame 45.
2.0 tonne (single axle, single wheel) from Frame 45 forward.
Mezzanine Decks hoistable decks, 0.8 tonnes (single axle, single wheel)

Vehicle Access: Vehicles unload from two folding ramps over the stern. The vehicle deck has nine hydraulically hoistable mezzanine decks.

Tankage

- Fuel Oil (main storage) 2 x 50,000 litres
 - Fuel Oil (generator header tanks) 2 x 1,240 litres
 - Fresh Water 12,000 litres
 - Black & Grey Water 1 x 5,000 litres
 - Lube Oil 2 x 500 litres
 - Engine Room Oily Water 4 x 160 litres
 - Aft Hydraulic Oil 2 x 500* litres
 - Fwd Hydraulic Oil 1 x 500* litres
- (Note: *denotes tank content excluded from deadweight)

Construction

Design - Two slender, aluminum hulls connected by a bridging section with centre bow structure at fwd end. Each hull is divided into eight vented, watertight compartments divided by transverse bulkheads. Three compartments in each hull are prepared as fuel tanks with additional strengthening on each of the end bulkheads and intermediate tank tops.

Ride Control System

An active ride control system is fitted to maximise passenger comfort. This system combines, active trim tabs aft with an retractable T-foil located at the aft end of the centre bow. The T-foil system comprises foundation structure built into the centre bow, a hinge deployable steel T-foil and a hydraulic actuation system.

Safety and Evacuation

Four Marine Evacuation stations (MES) each capable of serving up to a total of 200 persons under normal evacuation, are located on the Tier 2 Passenger Deck (two port and two starboard). Two SOLAS semi-rigid inflatable dinghies with 30hp motor located outboard adjacent to the superstructure. Lifejackets, fitted with lights and whistle devices, are provided in accordance with international regulations for passengers and crew, including children. Lifebuoys, smoke flares are provided in accordance with international regulations.

Air Conditioning

Toshiba reverse cycle heat pump units throughout capable of maintaining between 20 and 22 deg C and 50% FH with a full passenger load and ambient temperature range of - 5 deg C to +35 deg C and 50% RH.

Machinery

Four resiliently mounted Caterpillar C280-16 marine diesel engines, rated at 5650kW each at 100% MCR. Four Wartsila LJX 1100 SR waterjets configured for steering and reverse. Waterjets are fitted with standard outboard hydraulic steering and reverse actuators. Four Reintjes VJ 6831 gearboxes, with reduction ratios suited for optimum jet shaft speed. A flexible coupling is fitted between each engine and gearbox.

Electrical / Electronics

Four Caterpillar C9 diesel generators rated at 250eKw each, 440V 60 HZ, 3 phase, 4 wire distribution with neutral earth allowing 256 V single phase and transformers to supply 100V domestic appliances, distribution is via distribution boards adjacent to or within the space served. Two main switchboards, one in each ante room. Each main switchboard is fitted with a load preferential trip system which automatically sheds non essential loads.

The Wheelhouse (control station) provides 360 degree visibility over the aerodynamic structure, with forward facing bridge in addition to an aft-facing docking console and CCTV monitors. The latest in Furuno electronic, navigation and communication equipment to comply with the HSC Code is fitted.

Details provided are based on original design and certification.

For information on Incat representatives in your region contact head office

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