

# BASS STRAIT'S FIRST "CLEAN & GREEN" CARGO VESSEL



## SeaRoad - securing its commitment to Bass Strait and keeping Tasmania connected

SeaRoad has partnered with German ship builder Flensburger Schiffbau-Gesellschaft mbH & Co. KG [FSG] for the construction of the first of our LNG fuelled roll on - roll off cargo ships. The delivery of the 182m long vessel is planned for late 2016.

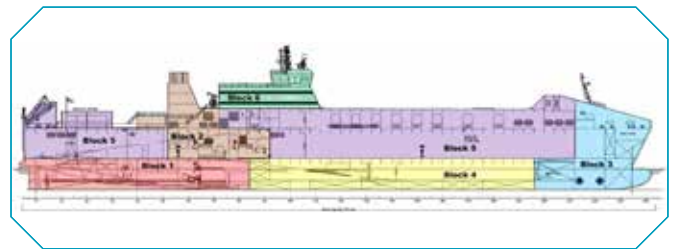
The vessel is purpose built to service Bass Strait and will:

- Embrace clean technology
- Support energy efficiency
- Increase freight capacity by more than 50%
- Allow for faster transit times, and
- Permit longer time in ports

FSG specialise in RoRo, Ropax, military cargo and specialised vessels. FSG is located in the German town of Flensburg, on the Baltic coast near the south-eastern corner of the Danish peninsula.

The ship is being built under cover in modules, to be assembled in the shipyard, and launched directly from the facility prior to the superstructure being added to the hull.

The fitout including the superstructure block will then be undertaken alongside at the yard.

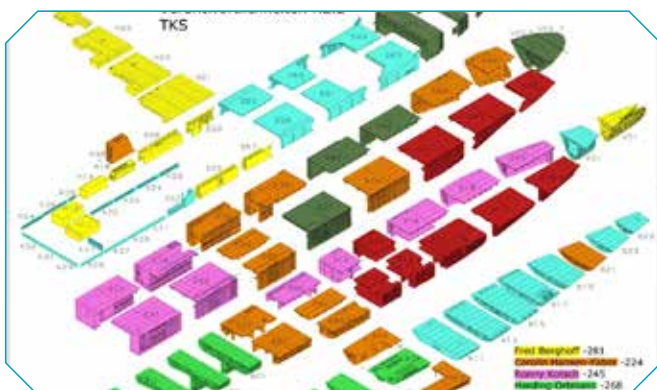


The new vessel boasts a particularly flexible cargo carrying capability and is able to transport containers, including reefer units, trailers, cars, hazardous cargo, livestock, over dimensional and other mobile units.

Liquefied natural gas propulsion makes the vessel Bass Strait's first "clean green ship".



FSG shipyard - Flensburg Germany



  
**FLENSBURGER**  
SCHIFFBAU-GESELLSCHAFT

**SEAROAD**

## SHIP DETAILS AND PARTICULARS

LENGTH	182 metres
BEAM	26.60 metres
DRAUGHT	6.35 metres
DEADWEIGHT	8,500 tonnes
CARGO DEADWEIGHT CAPACITY	6,750 tonnes
MAIN ENGINE	2 x MaK M46DF [7200kW each]
FUEL	LNG Primary, MDO Secondary and 1% for pilot ignition
SERVICE SPEED	20.5 Knots
CLASSIFICATION	DNV GL
FLAG	Australian
CARGO TYPE	Containers, trailers, cars and other mobile or wheeled freight
ACCESS	Two stern ramps [one to the main vehicle deck and car deck and one to the upper vehicle deck]
AUXILIARY ENGINES	2 x 3000kW dual fuel medium speed MaK M34DF 2 x generators at 3600 KVA each 1 x emergency generator at 1120KVA [diesel driven]
STEERING EQUIPMENT	2 x twist flow type rudders fitted with Costa bulbs 2 x bow thrusters at 1000kW each with controllable pitch propellers



### The ship has 3 cargo decks consisting of:

- Main Vehicle Deck for up to 295 TEUs as containers on cassettes, trailers and wheeled cargo.
- Upper Vehicle Deck for 160 TEUs as trailers or containers on trailers and featuring a combination of undercover areas, designated areas for dangerous goods and livestock with effluent containment.
- Car Deck for up to 110 cars and light vehicles.

The ship is fitted with 150 power outlets for refrigerated cargo units.

Trailers are secured using the SAT trestle system.



### EMBRACING CLEAN TECHNOLOGY - Green fuelled with Australian LNG

LNG offers huge advantages, especially for ships, in the light of ever-tightening emission regulations. While different technologies can be used to comply with air emission limits, LNG technology is the only option that can meet existing and upcoming requirements for the main types of emissions (SOx, NOx, PM, CO2).

All of the ship's engines [except Emergency Generator] are dual fuel engines burning LNG as the primary fuel. The key advantages of LNG are:

- significantly reduced emissions
- risk of oil pollution is minimised
- maintenance intervals increase by 100%
- sustainable future environmental benefits



"First steel cutting plates"



"Main LNG/Dual fuel engine"



"Generator engine"



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