

Frequently Asked Questions [FAQ]

Searoad Mersey II

What is special about *Searoad Mersey II*?

Searoad Mersey II will be the first ship in Australia to use clean, green LNG fuel-and-power technology and the first pure dry cargo ship in the world to use a roll-on roll-off LNG supply system. All of the ship's principal engines are dual-fuel, burning LNG as the primary source of energy to give significantly reduced emissions, minimal risk of oil pollution, greater operational efficiencies and sustainable future environmental benefits. In regular service *Searoad Mersey II* will use diesel for less than 1% of ship operations. The innovative design anticipates strict marine air pollution regulations that already apply in parts of Europe and North America and which are likely to be enacted in Australia in the future.

What does the new ship mean for Tasmanian and mainland shippers?

Searoad Mersey II brings significantly more space and speed to Bass Strait [see comparison table below]. A larger ship will mean greater capacity all-year-round – especially important at times of export and import peak demand – while the extra speed will offer the potential for later cargo receipt and earlier discharge.

What happens now *Searoad Mersey II* has been launched?

Several months of work remains for the fitting out of the ship, afloat, at the Flensburger shipyard. This includes installation of the superstructure and navigation equipment, and completion of wiring, painting and furnishing, along with engine and sea trials. It is expected to leave Germany for Tasmania in late October.

How will *Searoad Mersey II* get to Tasmania?

The ship will sail under its own power via the Cape of Good Hope on a voyage expected to take 35-40 days. It will stop for bunkers (fuel) in South Africa and Fremantle and should arrive in Devonport in early December and then enter service.

How much is the ship costing?

The total investment in the new ship plus its unique fuelling infrastructure, berth improvements and additional cargo-handling equipment is in excess of \$110 million.



Will freight rates rise to pay for this ship?

Bass Strait is a fiercely competitive market, with two other overnight service providers and other weekly and monthly alternatives for shippers. Commercial rivalry ensures stable freight rates.

Is LNG safe?

Liquefied natural gas has been used by certain types of ships for over 30 years and its use and handling is well understood. LNG is the low-pollution maritime fuel of the future and SeaRoad is pioneering its use in this region and in this type of ship. SeaRoad has worked closely with shipbuilder Flensburger Schiffbau (an acknowledged world leader in the design and construction of roll-on roll-off vessels), classification society DNV GL, the Australian Maritime Safety Authority and other regulatory bodies to devise systems that meet and exceed all safety requirements.

What happens to the existing *Searoad Mersey* when the new ship enters service?

Initially *Searoad Mersey* will continue to operate in Bass Strait, in partnership with its successor, while running mate *Searoad Tamar* is drydocked for routine overhaul interstate. Upon *Searoad Tamar*'s return to service, *Searoad Mersey* will also be drydocked and then return to servicing King Island.

Will *Searoad Tamar* also be replaced by a new ship?

SeaRoad Shipping's need has been to introduce a larger vessel better matched to the capacity of the *Searoad Tamar* to accommodate the growing requirements of shippers out of and into Tasmania. It is our aim to commission a sister to *Searoad Mersey II* as soon as market conditions and shipyard availability permit.

Will the bigger ship mean a change of terminals?

No, SeaRoad will continue to use its existing terminals at East Devonport and Webb Dock, Port Melbourne.

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Searoad Mersey II can carry 110 cars. Will it take passenger cars, caravans and motorhomes?

Searoad Mersey II has no accommodation for passengers as it is a freight-only vessel and as such priority will be given to vital commercial cargo moving into and out of Tasmania. However, with the increased space there is the opportunity to carry private vehicles.

How many people will have jobs on Searoad Mersey II?

The ship will have two crews, each of 14 people and led by experienced Bass Strait Masters, which alternate on board in four-weekly cycles. The SeaRoad Group has approximately 400 employees.

Comparison

	<i>Searoad Mersey II</i>	<i>Searoad Tamar</i>	<i>Searoad Mersey</i>
Cargo capacity	6,750 tonnes	3,750 tonnes	2,700 tonnes
Length x breadth x draught	182 x 26.60 x 6.35 m	149.5 x 23.0 x 6.6 m	118.8 x 18.5 x 5.5 m
Speed	20.5 knots	16 knots	16 knots
Freight decks/ramps	Three/two stern	Three/two stern	Three/two stern
Lane-metres	1,960 + cars	998 + cars	887 + cars
Trailers/cassettes/containers [as cargo mix demands]	80 / 70 / 455 TEU	46 / 35 / 265 TEU	32 / 22 / 185 TEU
Reefer points	150	60	68
Cars	110	45	30
Primary fuel	LNG	Heavy fuel oil	Heavy fuel oil
In service	December 2016	July 1991	April 1991

