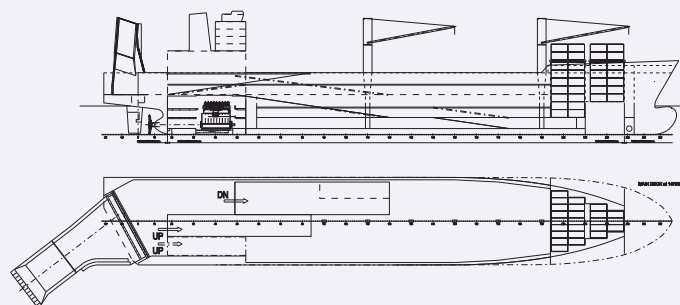
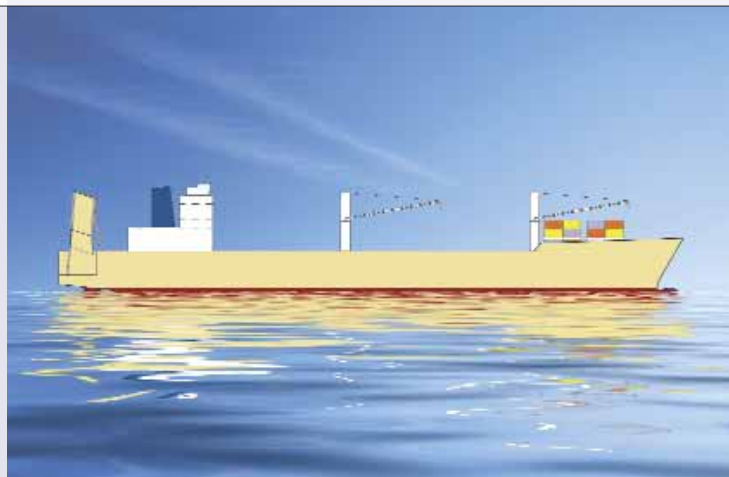


RO-RO Cargo Vessel

27,000 DWT



FERRIES & RO-RO, YACHTS, HIGH SPEED BOATS

Builder / Yard No.: **Shipyard 3. MAJ / 2788**
 Owner / Flag: **CMA-CGM / BAHAMAS**
 Designed by: **Shipyard 3. MAJ**

The vessel is RO-RO ship suitable to carry containers, trucks, trailers, general cargo and cars and vans on hoistable deck. Cargo space is divided into two (2) forward cargo holds with 40' cellguides and one (1) cargo space divided with decks into three (3) garages, and cargo space on weatherdeck with container fittings. Double bottom and side arranged for ballast water, HFO and antiheeling tanks. The ship's hull is specially equipped for in-water surveys. Engine room is equipped for unattended operation.

Classification: BV
 I-✚ HULL ✚ MACH
 RO-RO cargo ship, equipped for carriage of containers
 Unrestricted navigation
 ✚ AUT-UMS, ✚ SYS-NEQ1
 MON-SHAFT, INWATER SURVEY

Length overall (extreme)	211.60 m
Length between perpendiculars	190.00 m
Breadth, moulded	32.20 m
Depth, moulded to weather deck	22.70 m
Design draught (extreme)	10.50 m
Deadweight at design draught	26,700 t
Main engine	3. MAJ - WÄRTSILA NSD 9 RT-flex 60C
CMCR	21,780 kW/114 min-1
Trial speed with 19116 kW (90% CMCR) at design draught	19.8 knots

Capacities	
Total deck area (excl. car decks)	12,100 m ²
Car decks area	7,800 m ²
Car capacity (ramps excl.)	1,990 units
Trailer lane	3,850 m/3.0 m
	3,040 m/3.5 m
	2,130 TEU
Containers (geometric)	150 FEU on weather deck
Refrigerated containers	
Tanks capacity (100%)	
Ballast tanks	8,000 m ³
Heavy fuel oil	3,000 m ³
Diesel oil	350 m ³
Lubrication oil	75 m ³
Fresh water	350 m ³

Consumption of HFO	92.5 t/day
Cruising range	11,200 nautical miles
Crew complement	40 + 6 Suez crew
Painting:	Epoxy

Cargo equipment

- Stern quarter ramp: 46.5 m (incl. flap) x 12.0 m/250 t capacity, four (4) wheels axle load 60 t
- Stern door: 27.0 m x 7.0 m
- Car decks:
 - 2A – area abt. 2300 m² eleven (11) hoisting panels
 - 3A – area abt. 3480 m² seventeen (17) hoisting panels, starboard aft panel use as ramp
- Fixed ramp – lower deck to tank top: 28.3 m x 8.0 m with gastight hydraulically operated ramp cover
 - middle deck to lower deck: 57.4 m x 12.0 m with watertight hydraulically operated ramp cover
 - middle to weather deck: 53.4 m x 8.0 m with watertight hydraulically operated ramp cover
- Recessed into fixed ramp (middle to lower deck) hydraulically operated ramp for car deck 2A of 28.0 m x 6.0 m
- Permissible loadings:
 - tank top 10 t/m², four wheels axle load 60 t
 - lower deck 3 t/m², four wheels axle load 60 t
 - middle deck 3 t/m², four wheels axle load 60 t
 - weather deck 6 t/m², four wheels axle load 60 t
 - car deck 0.3 t/m², two wheels axle load 1.6 t
- Deck cranes: two 3. MAJ – MacGregor el. hydraulic cranes 450 kN SWL at 32 m.
- Ventilation:
 - Exhaust mechanical ventilation system with 20/10 ch/h for RO-RO space
- Side thrusters:
 - One stern and one bow thruster, abt. 1,200 kW each

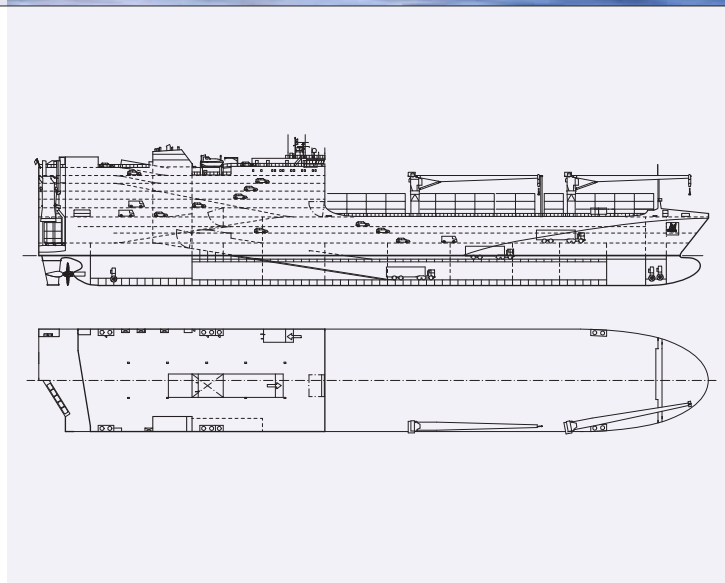
Auxiliary engines plant

Four diesel generator sets, abt. 1,500 kVA each.
 One emergency diesel generator set abt. 240 kVA

RO-RO Car Container Carrier

26,200 DWT

FERRIES & RO-RO, YACHTS, HIGH SPEED BOATS



Builder / Yard No.: Shipyard ULJANIK / 472-476, 482, 483
Name: Pr. No. 10304
Owner / Flag: Grimaldi Compagnia di Navigazione / Italy
Designed by: Shipyard Uljanik
Delivered: Exp. 2008, 2009

Classification: RINA-+-Ro-Ro Cargo ship, unrestricted
+-AUT-UMS, +-SYS-NEQ 1, In-water survey, MON-SHAFT

Length, overall max. 210.00 m
Length, btw perp. 196.80 m
Breadth, moulded 32.26 m
Depth, moulded 21.53 m
Depth to freeboard deck 13.34 m
Draught, design 9.40 m
Draught, scantling 9.75 m
Deadweight at design draught abt. 24,400 t
Deadweight at scantling draught abt. 26,200 t
Main engine: ULJANIK/MAN-B&W; 8S60MC-C
MCR: 19,040 kW at 105 RPM
Trial speed at 90% MCR, on draught of 9,4 m 21.9 knots

Capacities

Garage area abt. 38,000 m²
Number of cars (4,125 x 1,550) abt. 3,260
Number of containers (TEU) abt. 1,320
Lane meters (3 m) abt. 3,950

Provisions

Heavy Fuel Oil 3,590 m³
Diesel oil 570 m³
Lubricating oil 215 m³
Fresh water 370 m³
Water ballast 14,800 m³
Consumption HFO: 73.6 t/24 hours
Cruising Range: abt. 23,000 n.m.
Crew Complement: 30 persons

Ship equipment

- Stern port with stern ramp, SWL 250.0 t, clear opening 12.0 x 6.30 and ramp with flap of 8.5 x 32.20
- Fixed and adjustable internal ramps.
- One el. driven bow thrusters of abt. 1,00 kW
- One el. driven stern thrusters of abt. 1,000 kW
- Six double drum el. driven mooring winches, pull 20.0 t.
- Hold ventilation with electro driven fans.
- Two el. driven ballast pumps, cap. 750 m³/h at 2.5 bar each

Steam plant

- One combined Oil fired/exhaust gas boiler, steam capacity 2,500/1,500 kg/h at 7 bar.

Auxiliary engines plant

- One shaft generator of abt. 1,400 kW
- Four diesel generator sets of abt. 1,180 kW
- One emergency diesel generator of 160 kVA

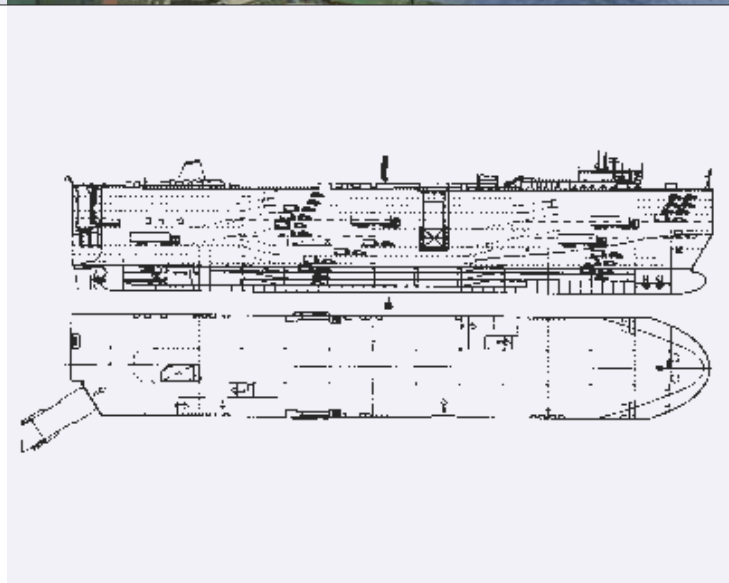
The vessel is suitable for world wide transport of cars and trucks on twelve cargo decks, of which two are hoistable decks. It is divided by watertight bulkheads forming fore peak, deep tank, cargo holds, engine room and after peak and by two water/gas tight decks.

The hull structure is designed to the following permissible loading and with following clear heights:

Deck No.	Clear height (mm)	Uniform load (t/m ²)
1	5,650	8.0
2	4,000	2.0
3	2,100	3.0
4	1,70/210	0.17
5	1,700	0.17
6	6 fore - 2,300 6 aft. - 2,500	2.3 0.4
7	2,300	0.3
8	2,100	0.3
9	2,100	0.25
10	2,000	0.2
11	2,000	0.2
12 * (top garage)		0.17
Deck	TEU stack /load t	
1	60.0	
3	48.0	
6 fore	40.6	

Car Truck Carrier

7,000 cars



Builder: Shipyard ULJANIK
Owner / flag: Bahamas
Project No. 11303
Designed by: Shipyard ULJANIK

Classification: DNV, 1A1, Car carrier, RO-RO. EO, NAUT-OC, TMON

Length, overall	199.90 m
Length, btw perp.	188.70 m
Breadth, moulded	32.26 m
Depth, moulded	32.31 m
Depth to freeboard deck	14.58 m
Draught, design	8.00 m
Draught, scantling	8.80 m
Deadweight at design draught	12,800 t
Deadweight at scantling draught	16,600 t
Main engine:	ULJANIK/MAN-B&W; 9S50MC-S
MCR:	14,220 kW/127 RPM
Trial speed at 90% MCR, on draught of 8.00 m	20.8 knots

Capacities

Garage area;	58,819 m ²
Number of cars	(4,125 x 1,550) 7034

Provisions

Heavy Fuel Oil	3,450 m ³
Diesel oil	210 m ³
Lubricating oil	150 m ³
Fresh water	190 m ³
Water ballast	5,300 m ³
Consumption HFO:	54.2 t/24 hours
Cruising Range:	25,500 n.m.
Crew Complement:	32 persons

The vessel is suitable for world wide transport of passenger cars and trucks on thirteen cargo decks, of which two are hoistable decks. It is divided by six watertight bulkheads forming fore peak, deep tank, three cargo holds, engine room and after peak and by two/gas tight decks and one freeboard deck. The hull structure is designed to the following permissible loading and with following clear heights:

Deck No.	Clear height (mm)	Uniform load (t/m ²)	Vehicle (t)
1	1850	0.18	1.7
2	2000	0.2	1.7
3	2200	0.25	2.1
4	2200	0.25	2.1
5	2200	0.25	2.1
6	2800/3150/4900	1.6/2	100 (58.2)
7	2200/1850/00	0.25	2.1
8	2200/2350/4300	0.5	18
9	2200/1850/00	0.25	2.1
10	2000	0.2	1.7
11	2000	0.2	1.7
12	1850	0.18	1.7
13	1850	0.18	1.7

Ship equipment

- Stern port with stern ramp, SWL 100.0 t, clear opening 10.1 x 5.1 and ramp with flap of 7.50 x 32.20.
- Side port with ramp, SWL 20.0 t, clear opening 5.5 x 6.5 and ramp with flap of 6.5 x 22
- Sliding and pivoting water/gas tight doors.
- Fixed and adjustable internal ramps.
- One el. driven bow thrusters of abt. 900 kW
- One el. driven stern thrusters of abt. 900 kW
- Six double drum el. driven mooring winches, pull 25.0 t.
- Hold ventilation with electro driven fans.
- Two el. driven ballast pumps, cap. 350 m³/h at 1.5 bar each

Steam plant

- One Oil fired boiler, steam capacity 2,000 kg/h at 7 bar and one exhaust gas boiler, steam capacity 1,000 kg/h of 7 bar.

Auxiliary engines plant

- Three diesel generator sets of abt. 1,490 kVA.
- One emergency diesel generator of 160 kVA.

Ro-Pax Vessel

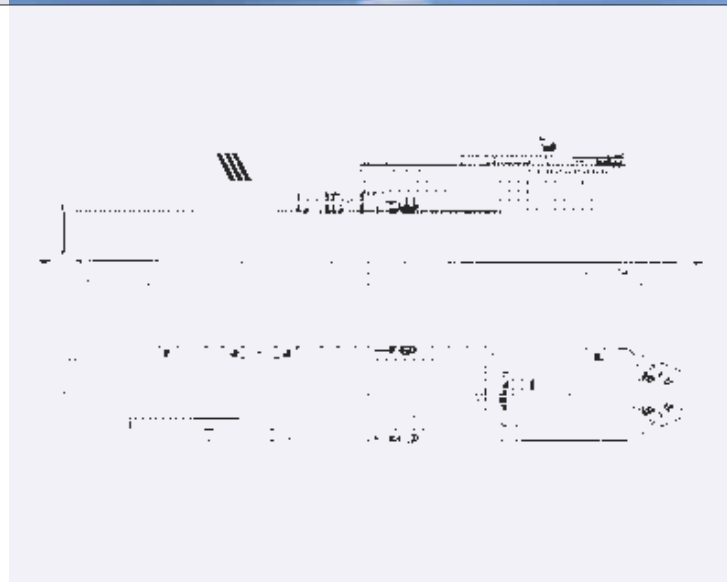
3,500 LM / 400

FERRIES & RO-RO, YACHTS, HIGH SPEED BOATS

Designed by: Shipyard BRODOSPLIT
Project No.: 987 D
Cruising Range: 6,000 n.m.
Crew Complement: 37 persons

Classification: DNV -1A1, ICE 1A*, Carr Ferry A, EØ,
NAUT-OC, COMF-V(2), LCS (D, I, S), TMON

The vessel is suitable for world wide transport of passengers cars and trucks on-three cargo deck and on weather deck.



Length over all 199.80 m
Length btw perp. 184.60 m
Breadth moulded 29.80 m
Depth moulded 16.50 m
Depth to freeboard deck 9.90 m
Draught design 7.40 m
Draught scantling 7.50 m
Deadweight at design draught 9,000 t
Main engines: Service speed at 85% MCR, 15% SM,
4x9,450 kW/500 rpm on draught of 7.40 m
24.00 knots

Ship's equipment

Stern port with ramp 21.0 x 15.0 m.
One hoistable ramp 24.5 x 2.65 m.
Watertight cover flush with main deck 55.0 x 3.5 m.
Two fixed internal ramps.
Two el. driven bow thrusters of abt. 1,500 kW each
and two in the stern abt. 800 kW each.
Antiheeling and stabilisation equipment.
Two double drum mooring winches, pull 16 t and four single
drum mooring winches, pull 16 t.
Hold ventilation with electro driven fans.

Heating plant

Two oil fired boilers, steam capacity 2 x 3,200 kg/h at 7 bar
Four exhaust gas economisers of 1600 kg/h, 7 bar steam

Auxiliary engines plant

Three diesel generators sets of abt. 2,000 kVA.
One emergency diesel generator set of abt. 700 kVA.
Two shaft generators of abt. 2,900 kVA.

Capacities

Passengers 400
Lane length 3.500

Provisions

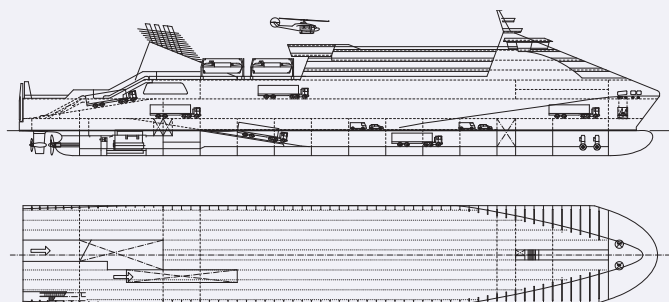
Heavy fuel oil 1,000 m³
Diesel oil 200 m³
Lubricating oil 100 m³
Fresh water 600 m³
Ballast water 3,500 m³

RO-PAX

3,000 Im

FERRIES & RO-RO, YACHTS, HIGH SPEED BOATS

Builder: **Shipyard ULJANIK**
Project No. **CONCEPT**
Designed by: **Shipyard ULJANIK**



Length over all	193.10 m	Deck No.	Clear height	Uniform load	Axle load
Length btw perp.	180.00 m		(mm)	(t/m ²)	(t)
Breadth moulded	29.80 m	1	4700	4	15/4
Depth moulded to upper deck	17.10 m	2	2300	0.3	2/2
Depth to freeboard deck	11.20 m	3	4700	3	15/4
Draught design	7.50 m	4	4700	1.5	15/4
Trial speed at 13,440 kW + 4 MW Active rudder, on draught of 7.50 m	24.5 knots				

Capacities

Passenger / cabins	1,400 / 350
Passenger in aircraft seats	200
Lane meters	3,000 m
Provisions: Heavy Fuel Oil	860 m ³
Diesel oil	440 m ³
Lubricating oil	150 m ³
Fresh water	1,000 m ³
Grey water	600 m ³
Water ballast	2,800 m ³
Consumption HFO:	92 t/24 hours
Cruising Range:	7,400 n.m.
Crew Complement:	200 persons

The vessel is suitable for worldwide transport of passengers, trailers and cars. Cargo area will consist of three decks for trailers and one separate deck for cars/vans.

Structural arrangement to be based on longitudinal framing system with transversally framed side shell.

The hull structure is designed to the following permissible loading and with following clear heights:

Access

- Stern ramp, SWL 100,0 t, 12 x 27 m
- Internal fixed ramp to upper deck, 36 x 6 m
- Internal fixed ramp to tank top/deck 2,55 x 3,6 m
- Ramp cover, 34 x 3,8 m.

Machinery

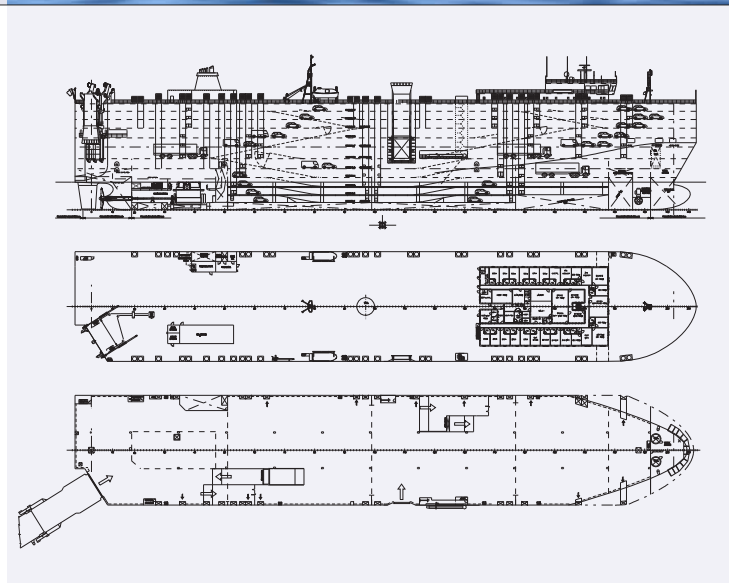
- Main engine Uljanik/MAN-B&W 9S50MC-C Mk-8 14,940 kW / 127 rpm.
- Aux. Engines 4 x 2,000 kW .

Propellers / thrusters

- One fix pitch propeller dia 5,9 m.
- One active ruder / propeller dia 4,0 m.
- Two bow thrusters of abt. 1,000 kW each

Car-Truck Carrier

4,900 cars



FERRIES & RO-RO, YACHTS, HIGH SPEED BOATS

Builder / Yard No.: Shipyard 3. MAJ / 705
Name: STX BLUEBIRD
Owner / Flag: NSC/Liberia
Designed by: Shipyard 3. MAJ
Sister ships: 705, 706, 707
Delivered: 2008

The ship is roll on/roll off car & truck carrier, suitable to carry passenger cars, pick up vans, container loaded on MAFI trailers and trucks, built for unrestricted ocean services notation in world wide service. The vessel is single screw diesel propulsion unit with engine room located aft. Cargo area below freeboard deck consists of four compartments (holds). Cargo area includes 11 decks, two of them hoistable, one with one working position and one with two working positions. Parking area is for abt. 4,870 standard cars regardless to the orientation (longitudinal or transverse).

The accommodation is arranged forward.

One bow thruster abt. 1,000 kW is provided.

The ship's hull is specially equipped for in-water surveys. Engine room is equipped for unattended operation.

Classification: GERMANISCHER LLOYD
100 A5 IW/NAV-OC/BWM Car Carrier
+ MC AUT

Length overall	176.02 m
Length between perpendiculars	165.00 m
Breadth, moulded	31.10 m
Depth, moulded to upper deck	30.00 m
Design draught	7.70 m
Deadweight at design draught (7.70 m)	8,400 t
Summer draught	8.75 m
Deadweight at summer draught (8.75 m)	12,300 t
Main engine	3. MAJ – WÄRTSILA 7 RT-flex 50
CMCR	11,060 kW/124 min ⁻¹
Trial speed with 9954 kW (90% CMCR)	
at design draught of 7.7 m	20.4 knots

Capacities (100%)

Net parking area	41,538 m ²
Ballast tanks	3,891 m ³
Heavy fuel oil	3,030 m ³
Diesel oil	159 m ³
Lubrication oil	109 m ³
Fresh water	215 m ³

Consumption of HFO	43 t/day
Cruising range	30,000 nautical miles
Crew complement	22 + 2 Suez crew

Painting: Cargo holds – epoxy
Ballast tanks – light colour epoxy

Cargo equipment

For loading/unloading of ship one stern/quarter ramp-door, capacity 20 t SWL and one side ramp-door, capacity 20 t SWL, are provided. Set of internal fixed ramps, watertight/gastight doors is provided giving access to fixed and hoistable decks within holds.

The ramps, flaps and doors are electro-hydraulically driven. Hoistable car decks shall be lifted by means of Mobile Deck Lifters.

- Open ventilation system for holds.
- One electro-hydraulic deck crane, 4 t SWL.

Steam plant

- One oil fired boiler, steam capacity abt. 2.5 t/h at 7.0 bar
- One exhaust gas boiler, steam capacity 1 t/h at 7.0 bar

Auxiliary engines plant

- Three main diesel generators, 1215 kW each/900 min⁻¹
- One emergency diesel generator, 165 kW/1800 min⁻¹

Car Truck Carrier

4,900 cars



Builder / Yard No.: Shipyard ULJANIK / 477, 478
Owner / flag: Bahamas
Designed by: Shipyard ULJANIK
Project No. 11903 B

Classification: 1 A1, "CAR CARRIER", RO/RO, EO, NAUT-OC, TMON

Length overall	176.00 m	Deck No.	Clear height	Uniform load	Axle load
Length btw perp.	165.00 m		(mm)	(t/m ²)	(t)
Breadth moulded	31.10 m	1	1850	0.25	1.2/2
Depth moulded	30.00 m	2	2000	0.25	1.2/2
Depth to freeboard deck	14.50 m	3	2000	0.25	1.2/2
Draught design	7.70 m	4	2100/4000	1.0	10/4
Draught scantling	8.75 m	5	2000/0	0.3	1.6/2
Deadweight at design draught	8,300 t	6	900/3250/5000	2.0	50/4
Deadweight scantling draught	12,200 t	7	2200/1850/00	0.3	1.6/2
Main engine:	ULJANIK/MAN-B&W; 8S50MC-C, 12,640 kW/127 RPM	8	2400	0.3	1.6/2
Trial speed at 90% MCR, on draught of 7.70 m	20.8 knots	9	2100	0.25	1.2/2
		10	2000	0.25	1.2/2
		11	1700	0.20	1.2/2

Capacities

Garage area	40,755 m ²
Number of cars (4,125 x 1,550)	4,844
Provisions: Heavy Fuel Oil	3,550 m ³
Diesel oil	200 m ³
Lubricating oil	150 m ³
Fresh water	180 m ³
Water ballast	4,000 m ³
Consumption HFO:	48.2 t/24 hours
Cruising Range:	33,000 n.m.
Crew Complement:	36 persons

The vessel is suitable for world wide transport of passenger cars and trucks on 11 cargo decks, of which two are hoistable decks. Cargo area below freeboard deck will consist of two compartments, divided from each other by watertight bulkhead. Cargo area will have 11 decks for vehicle stowage while decks no. 5 and 7 will be hoistable. Decks no. 4 and 6 will be reinforced for stowage of trucks. Structural arrangement to be based on longitudinal framing system with transversally framed side shell.

The hull structure is designed to the following permissible loading and with following clear heights:

Ship equipment

- Stern port with stern ramp, SWL 120.0 t, clear opening 7.50 x 5.20 and total length of 32.20 m and clear width 7.5 m.
 - Side port with ramp, SWL 20.0 t, clear opening 4.20 x 5.2 and total length of 22.0 m and clear width of rampway of 4.20 m.
- Pivoting water/gas tight doors.
Fixed internal ramps with movable flaps.
One el. driven bow thruster of abt. 1,000 kW.
One el. driven stern thruster of abt. 800 kW.
Six double drum el. driven mooring winches, pull 25.0 t.
Hold ventilation with electro driven fans.
Two el. driven ballast pumps, cap. 350 m³/h at 1.5 bar each

Steam plant

- One Oil fired boiler steam capacity of 2,500 kg/h at 7 bar.
- One Exhaust gas boiler, steam capacity 1,000 kg/h at 7 bar.

Auxiliary engines plant

- Three diesel generator sets of abt. 1,490 kVA.
- One emergency diesel generator of 210 kVA.

Car Passenger Ferry

2,200 passengers / 600 cars

FERRIES & RO-RO, YACHTS, HIGH SPEED BOATS

Builder: Shipyard BRODOSPLIT / 372
Name: AMORELLA, ISABELLA, CROWN OF SCANDINAVIA
Owner / Flag: Sea Link Shipping AB Malmo / Sweden.
Sister vessel: 356, 357, 373
Delivered: 1988, 1989, 1992, 1994



FRANS SUELL is a modern Car passenger ferry intended for the short international voyages and built according to highest Scandinavian standards for such type of vessel, vertically divided into 12 decks from the tank top to the wheel house level. Deck No. 3 and hoistable deck No. 4 are arranged for the loading of cars and lorries through the stern and bow ramps. Main car deck No. 3 is divided into 8 lanes. The propulsion is achieved by two shafts fitted with CP propellers and driven by twin coupled medium speed diesel engines.

Classification: Rules and Regulations: DNV; +1A1 Car Ferry A, Ice Class 1A*, MCDK, EO bis, pwck Swedish National and International Rules and Regulations related to this type of vessel.

Length over all	169.40 m
Length btw perp	149.80 m
Breadth moulded, deck 3	27.60 m
Breadth maximum	28.20 m
Depth moulded, deck 3	8.50 m
Draught moulded	6.25 m
Deadweight, at draught of 6.25 m	2,960 tons
Gross tonnage	35,285
Net tonnage	20,887
Main engines:	four S.E.M.T.-PIELSTIC MCR: 4 X 5,940 kW/520 rpm
Trial speed at 73.6% MCR and 6.0 m draught	21.50 knots

Capacities

Garage: cars lane length, total (deck 3 & 4)	2,200 m
trailers lane length, total deck 3	1,000 m
Accommodation: cabins, total	794
couchettes, total	11
Passengers: in cabins	2,172
in couchettes	44
Total:	2,216
Crew:	193

Provisions

Heavy fuel oil	683 m ³
Diesel fuel oil	164 m ³
Lubrication Oil	114 m ³
Fresh Water	490 m ³
M.E. daily fuel oil consumption (ISO condition)	79 t

Auxiliaries

- four electric generators, diesel driven 4 x 500 kW/750 rpm
- two oil fired steam boilers 2 x 5 t/h at 7 bar
- one exhaust gas heated, steam economizer 1 x 8 t/h at 7 bar
- two sludge burning steam boilers

CP propellers, two rudders fitted with hydraulically driven rotor and two bow thrusters are making the vessel extremely manoeuvrable in the restricted waters of the Baltic sea.

Antiheeling tanks system and fin stabilisers are used during loading /unloading operations and sailing of the vessel.

Hull structure is made of mild and high tensile steel and aluminium above 10th deck level, utilizing the light weight in accordance with the strict requirements for the vessel's draft and stability.

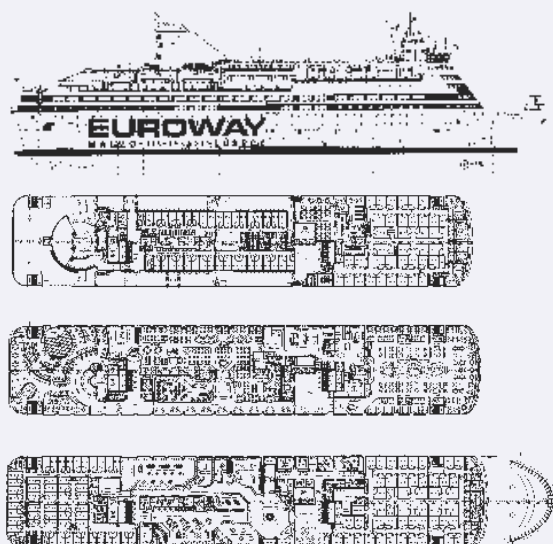
Accommodation is mainly divided into cabin area, built and installed in prefabricated modular blocks, and passenger's public areas such as high class restaurants, self service restaurants, huge shopping area, conference room and auditorium, disco club, night club, pubs, etc.

Number of sitting places in different restaurants, being in total approximately 2,200 corresponds to the number of passengers.

The biggest and most attractive are:

Oriental restaurant	82 seats
Night club	509 seats
A la Carte	206 seats
Buffet	466 seats
Banquet	82 seats
Pub	115 seats
Disco club	184 seats

In addition to the above, different larger and smaller conference rooms are furnished with more than 300 seats, the biggest of which is Auditorium with 150 sitting places. The most modern audio visual and other equipment is fitted, giving to the ship a large number of attractive facilities.



RO-RO Vessel

1,200 Im

FERRIES & RO-RO, YACHTS, HIGH SPEED BOATS

Builder: **Shipyard ULJANIK**
Project No.: 11906
Designed by: Shipyard ULJANIK

Classification: **±100 A5 IW "RO RO Vessel"**
Equipped for carriage of containers
Solas II-2, Reg 19 **± MC Aut**



Length over all	156.00 m
Length btw perp.	150.00 m
Breadth moulded	21.00 m
Depth moulded	13.40 m
Draught moulded	5.40 m
Deadweight at moulded draught	6,800 t
Main engine:	ULJANIK/MAN-B&W; 8S35ME-B, 6,960 kW/167 RPM
Trial speed at 90% MCR, on draught of 5.40 m	18.80 knots

Capacities

Nominal no. of trailers	145
Upper deck:	
Containers 45' (two tiers)	100
Containers 40' (two tiers)	100
Containers (two tiers)	200

Provisions

Heavy Fuel Oil	550 m ³
Gas oil	40 m ³
Water ballast	4,300 m ³
Consumption HFO:	27.4 t/24 hours
Effective cruising range:	21 day
Crew Complement:	33 persons

Deck No.	Clear height
Tank top	4,800
Main deck	5,200
Upper deck	5,200
Accommodation	2,100
Wheelhouse	2,100

Ship's equipment

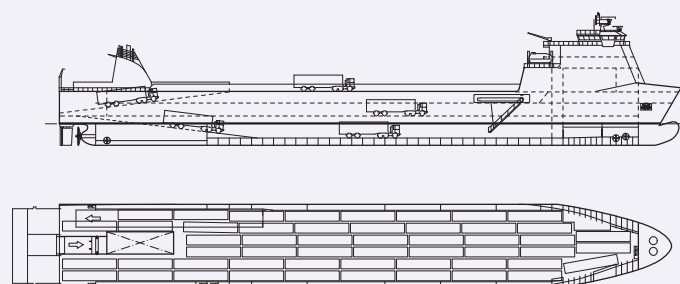
- Stern ramp, SWL 120.0 t, clear opening 17.80 x 5.20 and total length of 11.00 m and clear width 7.5 m.
- Ramp watertight cover, 46 m length and driveway width 4.2 m.
- Fixed internal ramps with slope 7° and width of abt. 4.20 m.
- One el. driven bow thruster of abt. 1,000 kW.
- One el. driven stern thruster of abt. 800 kW.
- Six double drum el. driven mooring winches, pull 25.0 t.
- Hold ventilation with electro driven fans.
- Two el. driven ballast pumps, cap. 350 m³/h at 1.5 bar each

Steam plant

- One Oil fired boiler for thermal oil capacity of 800 kW.
- One Exhaust gas boiler.

Auxiliary engines plant

- Three diesel generator sets of abt. 600 kVA.
- One emergency diesel generator of 210 kVA



Wagon Carrier

52 wagons

FERRIES & RO-RO, YACHTS, HIGH SPEED BOATS

Builder / Yard No.: Shipyard ULJANIK / 459-462
Designed: Shipyard Uljanik
Owner / Flag: JSC Maritime Investment & Development / RF
Project No.: 10802E
Delivered: 2005, 2006



Classification: Russian Maritime Register of Shipping
KM (*), [I], 1, A2, Param

Length over all 154.50 m
Length btw perp. 147.00 m
Breadth. moulded 17.50 m
Breadth max. (with fenders) 18,30 m
Depth to freeboard deck 7.50 m
Depth to accommodation deck 13.35 m
Draught scantling 4.70 m
Deadweight scantling draught 6,000 t
Main engines: ULJANIK/MAN-B&W ; 5S26MC
MCR: 2 x 2,000 kW at 250 RPM
Trial speed at 80% MCR ,
on draught of 4.5 m 14.0 knots

Trucks, cars, trailers and other wheeled cargoes may be carried providing that their dimensions, axle/total load, tire print correspond to vessel design (obtained for the design wagons).
The vessel is divided on following main compartments: fore peak, cargo area and double bottom/side tanks, engine room and after peak.

Ships equipment

- One cargo/wagon elevator, electrohydraulic driven type, capacity SWL 170 t. Clear opening is suitable for wagon platforms up to 14,540 m in length.
- Two/four pairs of rails, non flush design, made of 60 mm square bars welded at decks are arranged at weather deck and two pairs of rails are arranged at lower hold/tank top deck. Gauge between the rails is 1,524 mm.
- Two sets of switch gears, arranged at aft part of weather deck, to route the wagons from centre to side pair of rails, port and starboard.
- Two wagon handling units (pushers) at lower deck for wagon stowage. Load capacity is 680 t.
- One stern port/moveable bulwark.
- One el. driven bow thrusters of abt. 500 kW.
- Four electric driven mooring winches, pull 10.0 t.
- Hold ventilation with electro driven fans.
- Two el. driven ballast pumps cap. 120 m³/h at 2 bar each.
- One el. driven antiheeling pump cap. 1,000 m³/h.

Capacities

Number of wagons (12,020 x 3,060) 52

Provisions

Heavy Fuel Oil 165 m³
Gas oil 25 m³
Lubricating oil 50 m³
Fresh water 110 m³
Potable water 5 m³
Ballast and heeling water 1,800 m³
Consumption HFO: 17,4 t/24 hours
Cruising Range: 3,000 n.m.
Crew Complement: 20 persons
Passengers 12 persons

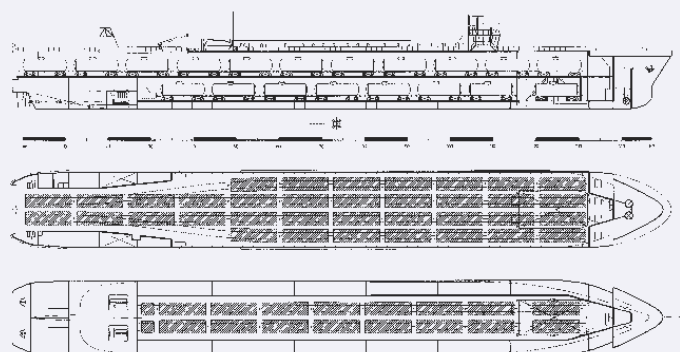
The vessel is suitable to carry crude oil, oil products and propane gas in wagon-cisterns on two fixed decks at Caspian Sea services. Other liquid, solid cargoes and gases in tank cisterns; dangerous goods in packaged form may be carried providing that their flammability, toxicity, reactivity is such that it correspond to this of above design cargoes.

Steam plant

- One oil fired boiler steam capacity 1,000 kg/h at 6 bar.

Auxiliary engines plant

- Two shaft generators marine type of abt. 875 kVA.
- Two diesel generator sets of abt. 460 kVA Fuel Gas Oil.
- One emergency diesel generator of 100 kVA.

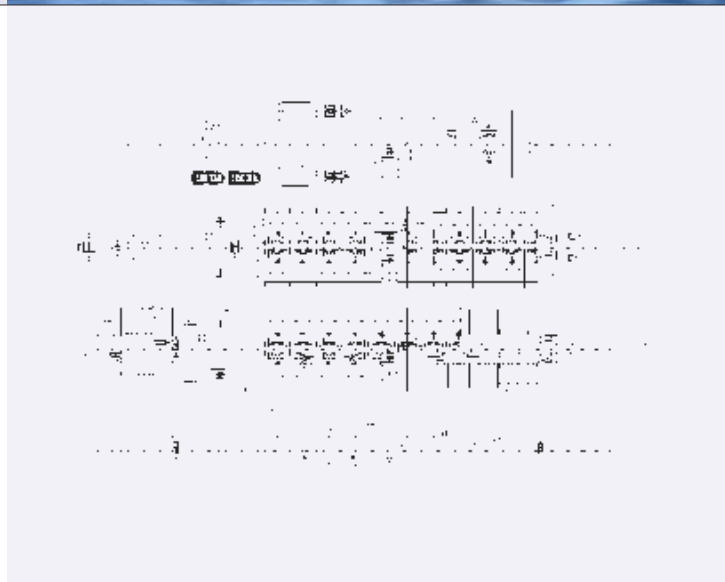


Expedition Cruise Ship

204 passengers

FERRIES & RO-RO, YACHTS, HIGH SPEED BOATS

Project No. 01-41
Designed by Shipyard TROGIR



Classification: LR +100A1 Passenger ship +LMC, UMS, NAV 1,
Finnish – Swedish Ice class 1A

Length over all	abt.	120.00 m
Length b. p.		105.00 m
Breadth moulded		17.80 m
Depth moulded to main deck		6.80 m
Depth, moulded to first exposed deck		12,10 m
Design draught (above base line)		4,50 m
Scantling (subdivision) draught		4,60 m
Deadweight at design draught	abt.	1,050 m. t.
Main engines, medium speed		2 x 2,760 kW
Trial speed at 3600 kW and 4,5 m draft		16.00 kn
Cruising range	abt.	8,000 Nm
Passengers		196
Crew		114

Capacities

Fuel		
HFO & MDO storage tanks (4)	abt.	477 m³
HFO settling tanks (2)	abt.	34 m³
HFO service tank (1)	abt.	9 m³
MDO service tanks (2)	abt.	6 m³
Fresh water		
Storage tanks	abt.	267 m³
Grey water		
Collecting tanks (2)	abt.	178 m³
Water ballast		
Fore peak	abt.	215 m³
Double bottom tanks	abt.	650 m³

The vessel is designed for worldwide expedition cruising including ice covered areas that can be sustained by Ice Class 1A.

Twin CPP and high performance flap rudders combined with one 800 kW bow thruster claims for excellent maneuverability in confined ports, archipelagos or river estuaries.

One pair of folding fin stabilizers provided to increase comfort of passengers in heavy seas.

Auxiliaries

- Three (3) diesel alternators of abt. 1,000 kW each at 1,000 – 1,500 rpm
- One (1) emergency diesel generator of abt. 270 kW at 1,500 rpm
- Two (2) composite exhaust gases / oil fired marine boilers
- One (1) incinerator for garbage, waste and oil sludge
- High pressure water fire extinguishing system, CO₂ for engine rooms.

Life saving equipment

- Two (2) partially enclosed life / tender boats, also rescue boats
- Two (2) partially enclosed life boats
- Four (4) liferafts
- Galley, provision stores (abt. 120 m³) and service (food) lift
- Two (2) passengers' and (1) crew's lift
- One (1) deck crane of 1.8 t at 14 m outreach
- All public, living and service spaces air conditioned, ventilated or / and heated
- Three (3) fresh water evaporators, totally 90 m³ / day,
- Gravity type grey water system
- Vacuum type black water system
- Grey water collecting tank and sewage treatment unit, biological type

Motor Yacht

Refurbishment Project

Yard: Shipyard VIKTOR LENAC
Name: m/y CHRISTINA O.
Owner: Christina Yachting Inc / Greece
Designed by: Costas Carabelas Design Office / Greece
Redelivered: July 2001



Classification: ABS Europe

Length: 99.00 m
Breadth: 11.12 m
Height to promenade deck: 7.47 m
Draft: 4.20 m
Speed: 18.6 knots

New built in materials

Steel: 600 tons
Aluminium: 12 tons
Pipings: 140 tons
Electrical cables: 85 kms

Machinery/propulsion system

- New Main Engines, 2 pcs...MAN type (2,040 kW each)
- New Auxiliary Engines, 3pcs...MAN type (515 kW each)
- New propellers, 2 pcs
- New additional struts for shating, 2pcs
- Repair of the entire existing shafting arrangement, 2 pcs
- Entire equipment and devices of engine room (new)
- Newly made additional stylish funnel behind the existing one

Accomodations (newly formed)

- Spacious luxury passengers cabins (18)
- Owner's suite (1)
- Fitness center
- Kindergarten

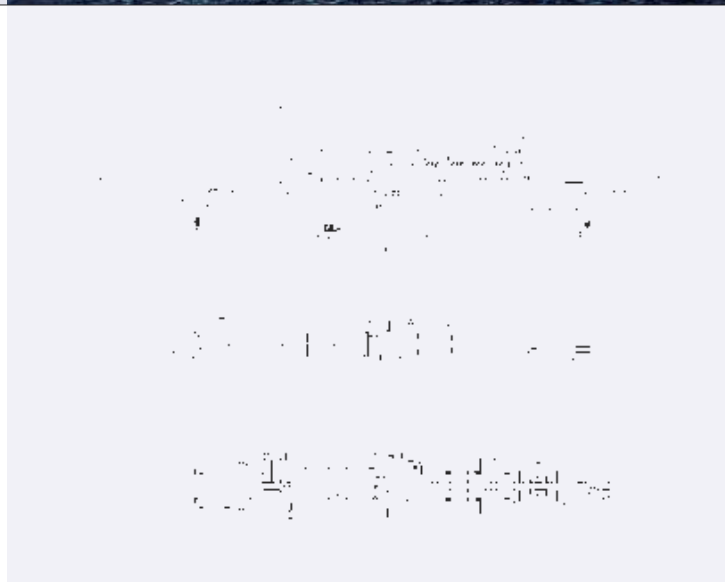
- Hairdresser s'shop
- Library
- Dance hall
- Music lounge
- Lapis lounge
- Dinning room for passengers
- Crew's messroom
- Kitchen for passengers
- Kitchen for crew
- Solar jacuzzi on promenade deck with stylish bar on open

Formerly the private yacht "Christina" of the legendary Greek shipowner Aristotel Onassis has become after the completed works of her extensive refurbishment the most prestigious passenger yacht for commercial cruising of the jet - set clientele.

The approach to this unique project was to keep as much as possible the image of the former ship with its original external splendor and internal luxury.

However, the original but aged ship's hull built yet in 1943 as well as the reconstruction of the vessel for the new purpose set many complex demands which were imposed upon Shipyard "Viktor Lenac".

Now in property of John Paul Papanicola Group and with her length of 99 meters, "Christina O." has become the most luxurious superyacht which will sail at the world seas, and which appearance, equipment and seaworthiness are credited to the successfully performed works by the skilled and highlyqualified workers of Shipyard "Viktor Lenac", capable of carrying out of such special projects.



RO-RO Passenger Ferry

100 cars / 600 passengers

FERRIES & RO-RO, YACHTS, HIGH SPEED BOATS

Builder / Yard No.: Shipyard KRALJEVICA/ 535
Name: SV. KRŠEVAN
Owners: Jadrolinija, Rijeka, Croatia
Flag: Croatia
Designed by: R-Project, Rijeka, Croatia
Delivered: 2005



Classification: Croatian Register of Shipping
+ 50A1 M1 AUT1 IWS – Ro-Ro Passenger ship for navigation in coastal area 6, able for transport of dangerous packed cargo of following classes: 1 (explosives), 2 (gases), 3 (flammable liquids).

Main characteristics

Loa	87.6 m
Lbp	80.0 m
B(moulded)	17.5 m
D(moulded to main deck)	3.7 m
Draught max.	2.4 m
Deadweight at 2.4 m	800 m.t.
Gross tonnage	2,438
Speed in trial conditions at draft of 2,2 m	11.5 knots
Machinery main components	
Main engine	4 x 400 kW
Propulsion unit	4 x 400 kW
Electric power plant	2 x 240 kVA + 1 x 90 kVA

The ship has open garage deck (main deck) for trailers and car transportation and for cars on hydraulically operated movable platforms. The Concept is based upon the idea of modern “drive through” ferry for loading and unloading of vehicles and passengers in the shortest period. The ship is equipped with hydraulically operated bow and stern ramps.

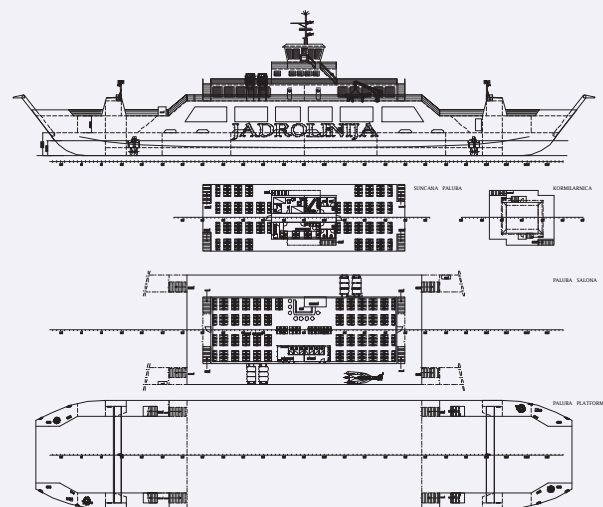
Capacities

Passengers	600 persons, 300 of which in closed areas (air-conditioned salon) and 300 in open area (Sun deck).
Vehicles	100 standard cars or 12 trailers of 40 tones

Cargo equipment

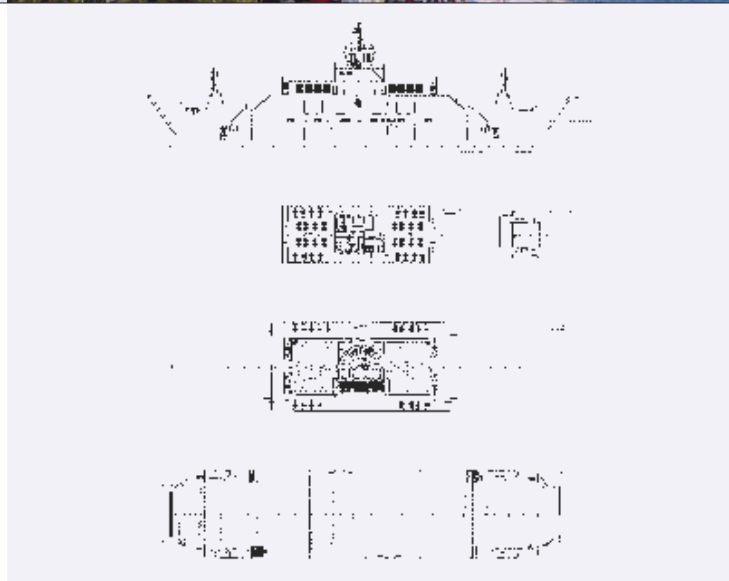
- Cargo handling system

The ship is designed as double ended Ro - Ro and passenger ferry propelled by two propelling units one on each bow/stern side of the ship. The ship will be intended for transport of passengers and vehicles as well as packed dangerous cargoes loaded on the vehicles, navigating in coastal area 6, with duration of voyage up to 90 minutes.



Car & Passenger Ferry

100 cars / 600 passengers



FERRIES & RO-RO, YACHTS, HIGH SPEED BOATS

Builder / Yard No.: **BRDOSPLIT - Naval and Special Vessel Shipyard Ltd. / 599; 503**
 Name: m/s **SUPETAR**, m/s **CRES**
 Owner: Jadrolinija, Rijeka, Croatia
 Delivered: 2004, 2005

Classification: Croatian Register of Shipping (CRS) as:
 * 50 A1 M1 AUT1 IWS Ro-Ro Passenger Ferry for navigational area 6, voyage lasting up to 120 min., capable to carry packed dangerous cargo of the following classes: 1 (explosives), 2 (gases), 3 (inflammable liquids).

Main Characteristics

Length, over all	abt. 87.60 m
Length, (Lpp)	80.00 m
Breadth	17.50 m
Hight, up to main deck	3.70 m
Draught, max.	2.40 m

Machinery and electrics

Propulsion engines, propulsors and diesel generators are accommodation in two engine rooms, one on aft and one on bow.
 Ship's speed in trial conditions (easily sea and wind below 2 Bf, clean hull) is 11,5 knots on 2,2 m draught.

Carying capacity

Passengers	600, from which 240 in close salon
Crew	8 members
Cars	100 or 12 trailers of 18 m, 40 t each

Construction

Vessel's primary mission is transportation of passengers and vehicles at short routes and designed as Ro-Ro and passenger ship for equal navigate in both directions ("double ended").

Vessel is with open space (garage) for vehicles (cars) on main deck and with two ramps (stern and bow 1 each).

Vessel has excellent manoeuvrability due to propulsion system with 4 diesel main engines (4 x 400 kW) which are drive direct 4 feat propulsors with crank wings, two sets on stern and two sets on bow.

RO-RO Passenger Ferry

130 cars / 1200 passengers

FERRIES & RO-RO, YACHTS, HIGH SPEED BOATS

Builder / Yard No.: Shipyard KRALJEVICA / 536
Name: MARJAN
Owners: Jadrolinija, Rijeka, Croatia
Flag: Croatia
Designed by: R-Project, Rijeka, Croatia
Delivered: 2006



Classification: Croatian Register of Shipping
± 50A1 M1 AUT1 IWS – Ro-Ro Passenger ship for navigation in coastal area 6, able for transport of dangerous packed cargo of following classes: 1 (explosives), 2 (gases), 3 (flammable liquids).

Main characteristics

Loa	87.6 m
Lbp	80.0 m
B(moulded)	17.5 m
D(moulded to main deck)	3.7 m
Draught max.	2.4 m
Deadweight at 2.4 m	700 m.t.
Gross tonnage	3,224
Speed in trial conditions at draft of 2,2 m	11.5 knots
Machinery main components	
Main engine	4 x 400 kW
Propulsion unit	4 x 400 kW
Electric power plant	2 x 240 kVA + 1 x 90 kVA

The ship has open garage deck (main deck) for trailers and car transportation and for cars on hydraulically operated movable platforms. The Concept is based upon the idea of modern “drive through” ferry for loading and unloading of vehicles and passengers in the shortest period. The ship is equipped with hydraulically operated bow and stern ramps.

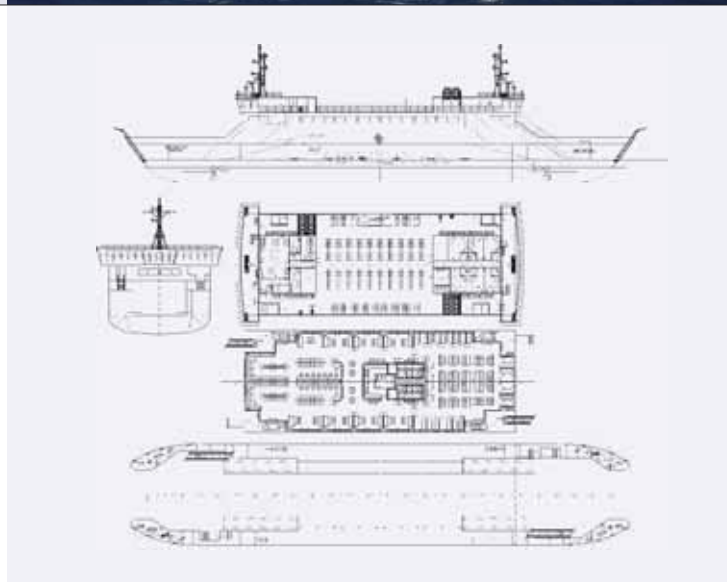
Capacities

Passengers	1,200 persons, 800 of which in closed areas (air-conditioned salon) and 400 in open area (Sun deck).
Vehicles	130 standard cars or 12 trailers of 40 tones

Cargo equipment

- Cargo handling system

The ship is designed as double ended Ro - Ro and passenger ferry propelled by two propelling units one on each bow/stern side of the ship. The ship will be intended for transport of passengers and vehicles as well as packed dangerous cargoes loaded on the vehicles, navigating in coastal area 6, with duration of voyage up to 90 minutes.



RO-RO Passenger Ferry

65 cars / 360 passengers

FERRIES & RO-RO, YACHTS, HIGH SPEED BOATS

Builder / Yard No.: Shipyard KRALJEVICA / 550, 551, 552
 Owners: Wightlink, Portsmouth, UK
 Flag: UK
 Delivery: 2008

Classification: Lloyds Register – Rules for Classification of Steel Ships, Class +100 A1 Passenger/Vehicle Ferry: LYMINGTON TO ISLE OF WIGHT SERVICE + LMC, EP

United Kingdom Maritime Coastguard Agency (MCA) Regulations for Class IV, for operation in Category D Waters.

Main characteristics

Loa	62.4 m
Lbp	61.0 m
B(moulded)	16.0 m
D(moulded to main deck)	4.5 m
Draught max.	2.3 m
Deadweight at 2.4 m	360 m.t.
Speed in trial conditions at draft of 2,3 m	11.0 knots
Machinery main components	
Main engine	4 x 550 kW
Propulsion unit – Voith-Schneider	2 x 825 kW
Electric power plant	4 x 225 kW

Cargo equipment

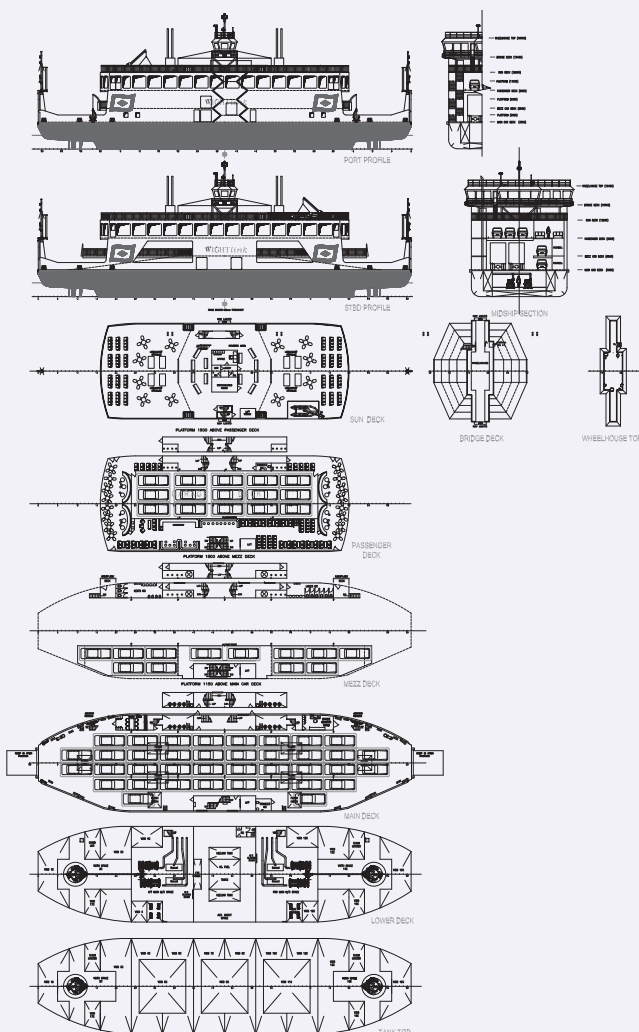
- Cargo handling system

The ship is designed as double ended Ro - Ro and passenger ferry with one hoistable garage deck, one fixed vehicle deck and Mezzanine Deck with moveable ramps. The ship is propelled with two Voith Schneider cycloidal propellers (VSP), located in two propeller rooms. Two Engine Rooms are located either side of a central auxiliary machinery space. Propellers are driven by four Diesel Engines, by means of belt drives.

Passenger Accommodation is provided on one deck. The Mezzanine Deck is to be served by movable ramps. The hoistable Garage Deck is constructed of one section and can be lowered to give access to cars. Commercial vehicles can be carried on the main Car Deck, when the Garage Deck is in the raised position. The vessel is able to carry Passengers, Caravans, Buses, Private Cars, and commercial vehicles, with fuel in their tanks.

Capacities

Passengers	213 seats and Sun Deck 140 seats
Vehicles	Cars 15 - Garage Deck Cars 12 - Mezzanine Deck Cars 38 - Main Deck Commercial Vehicles: Main Deck



Passenger Cruise Ship

52 pass

FERRIES & RO-RO, YACHTS, HIGH SPEED BOATS

Builder / Yard No.: **BRDOSPLIT - Naval & Special Vessel Shipyard Ltd / 507, 508, 509**
 Name: YARD 507 - **ATHENA**, YARD 508 - **ARTEMIS**, YARD 509 - **ARETHUSA**
 Owner / Flag: GRAND CIRCLE RIVER CRUISE LINE Boston, USA/MALTA
 Delivered: 2007, 2008



Main Characteristics

Length, over all	abt. 59.60 m
Breadth	10.68 m
Depth	4.50 m
Draught	3.00 m
Gross tonnage	1,206 GT

Accommodation

Passengers	52
Crew	21

Luxury cruise ship is designed to carry 52 passengers for cruise in navigation area 2 and is built according to the Rules of Croatian Register of Shipping (CRS) for passenger ships.

Hull and larger part of superstructure are built from steel (grade A), welded construction. Uppermost superstructure, including wheelhouse and funnel, are built from aluminium alloy, welded construction too.

Two four-stroke diesel engines, electrically started, 2 x 821 kW, driving 2 propellers through reversible reduction gears, enable service speed of 12,5 knots. Propulsion plant is remotely controlled from wheelhouse control console.

Electrical power is provided from 3 diesel generators (2 of them are in action in parallel mode and 1 of them is for spare) 3 x 380 V, 50 Hz, 315 kVA (each) and 1 emergency diesel generator 3 x 380 V, 50 Hz, 170 kVA. Also electrical power is provided from batteries 24 V DC.

Transitional power source (TPS) set-15 kVA with own batteries set is also installed.

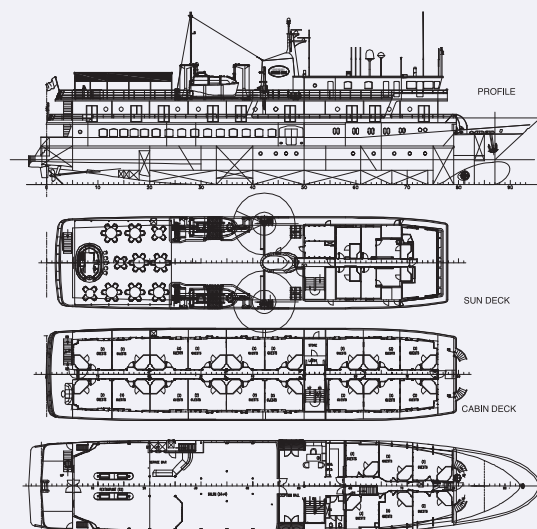
GMDSS radio equipment includes all necessary for A3 area. Navigation system consists of: 2 X-band radars, ECDIS, GPS, gyro compass, magnetic compass, FU and NFU steering controls, autopilot, echo sounder, speed log, Voyage Data Recorder (VDR), navtex and SSAS.

Wheelhouse, passenger and crew accommodations are air-conditioned.

Highclass passenger accommodations include 24 two-bed cabins (18 of them with balcony) for 48 passengers, as well as 4 one-bed cabins for 4 passengers.

Passenger service areas include dining room and lounge with bar, external bar, gym and aft water entry platform.

Crew areas include 1 captain cabin and 1 chief engineer cabin, 2 one-bed cabins, 4 two-bed cabins and 3 three-bed cabins are provided for crew.



Builder / Yard No.: Shipyard KRALJEVICA / 528
Designed: Studio STARKEL - Trieste / CADCON-Pula, Croatia
Delivered: 2003



Main characteristics

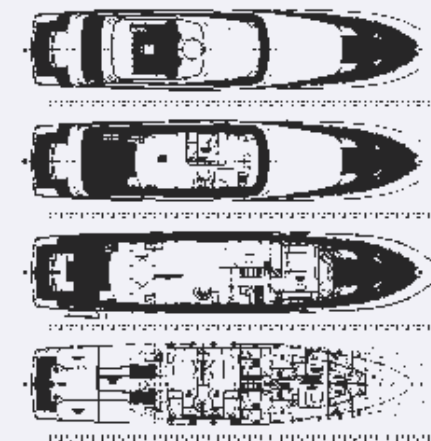
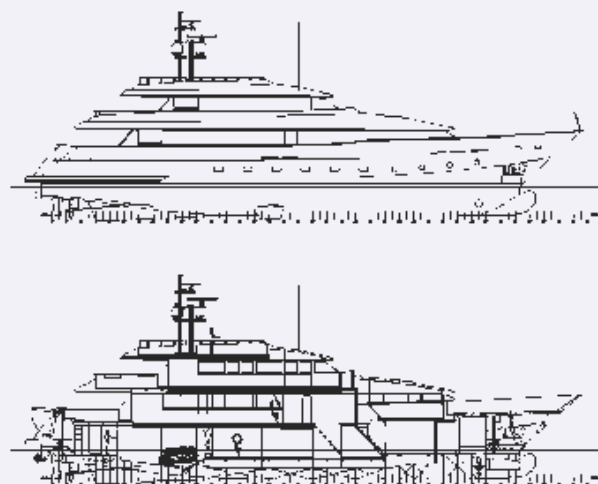
Loa	38.50 m
Lwl	31.98 m
B	7.73 m
Draught	2.20 m
Speed	14 kN
Fuel Tank	75 t

Luxury, 38.5 m long, displacement Motor Yacht, intended for chartering (MCA Code).

Designed to provide full comfort for 8 passengers. Each of the four guest staterooms are luxuriously appointed to provide optimum comfort and have complete entertainment systems. The interior is designed for a casual and relaxing atmosphere with large windows on the main deck offering natural light and spectacular views. The main deck dining saloon offers a formal touch with seating for eight.

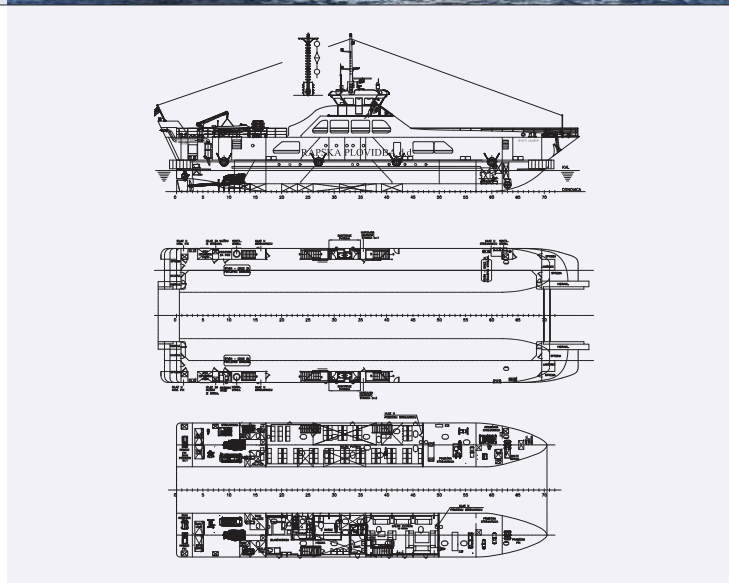
Sun deck with Jacuzzi and sunbathing area provide unobstructed sea viewing.

Powered by two MTU 2,000 12V M70 engines of 788 kW each.



Car & Passenger Ferry

51 cars / 210 passengers



FERRIES & RO-RO, YACHTS, HIGH SPEED BOATS

Builder / Yard No.: Shipyard VIKTOR LENAC / 129, 131
 Name: m/t SVETI KRISTOFOR, m/t SVETI MARIN
 Owner: Rapska plovidba d.d, Croatia / Croatia
 Design: Boat's Consulting, Croatia
 Delivered: 2003, 2005

The ferries are dedicated to sail on the short route between main-land and Island of Rab. These catamaran type ferries are suitable for fast loading and unloading of the vehicles and great efficiency of the main deck area. The propulsion units are simple and robust in order to satisfy demand for heavy duty operation with huge number of maneuvers during operation.
 m/t SVETI MARIN is lengthened version of m/t SVETI KRISTOFOR.

Classification: CRS RORO Passenger vessel,50 A1 M1 AUT 3,
 Coastal area 6, capable for carrying packed dangerous goods of classes: 1 (explosives), 2 (gasses), 3 (flammable liquids)

	m/t SVETI KRISTOFOR	m/t SVETI MARIN
Length over all	42.00 m	49.20 m
Length between perpendiculars	35.20 m	42.40 m
Depth to main deck	3.60 m	3.60 m
Breadth molded	15.30 m	15.30 m
Breadth molded (each hull)	5.00 m	5.00 m
Draft	2.40 m	2.40 m
Gross tonnage	450	499
Deadweight	180t	230 t
Capacity:	51 cars, 210 passengers	
Main engines:	Cummins KTA 19-M3	MAN D2842LE412
Total power	954 kW	1176 kW
Speed	11 kn	11 kn

Car Ferry Type 36

Builder / Yard No.: **BRDODSPLIT - Naval and Special Vessel Shipyard Ltd. / 585; 586, Shipyard KRALJEVICA / 502**
 Name: m/s **LASLOVO - NB 585**, m/s **STON - NB 586**, m/s **KIJEVO - NB 502**
 Owner: Jadrolinija / Croatia
 Delivered: 1997



Classification: Croatian Register of Shipping *50 A1 M1 AUT2
 IWS Passenger ship for navigation in coastal area 6, with duration of voyage 1 hour, capable for carrying packed dangerous cargo of classes 1 (explosives), 2 (gases), 3 (flammable liquids).

Lenght Over All (include ramps)	41.20 m
Lenght btw perp.	33.60 m
Breath moulded	16.00 m
Breath moulded (each hull)	5.20 m
Draught loaded	2.15 m
Draught, maximum	2.45 m
Deadweight, at draught of 2.15 m	abt. 100 t
Gross tonage	640
Main engine (El. Propulsion)	2 X 250/1,500 RPM
Trial speed at 90 % Max. rated power; and 2.15 m draught	9 knots

Capacity: 36 cars or 3 articulated trucks (each 40t)
 150 passengers (74 in lounge, 76 on open deck)

The ferry is intended for transport of passengers and vehicles (inclu-ding loaded dangerous cargoes) in restricted coastal waters, and is of catamaran Ro-Ro type with open cargo area on the main deck.
 It is propelled by two fully rotatable thrusters with fixed pitch propellers, driven by A.C. electric motors. The main and auxiliary machinery is installed in two engine rooms located ina aft part of each hull. Bow thruster is installed in forward part of starboard hull.

Construction

Two hulls connected by main deck and two side towers connected overhead by crew deck with free height 4.50 m over main deck and comprising crew cabins, with the wheelhouse on top of it. The hull and superstructure are made of ship-building steel grade "A" in welded construction.

Loading/unloading equipment

For vehicle loading/unloading, forward and stern ramp with flaps are provided, booth electro-hydraulically operated.

Machinery and electrics

The diesel electric propulsion plant consists of two main diesel generators, each 410 kVA; two azimuth thrusters driven by A.C. electric motors and one fully rotatable jet type bow thruster, driven by electric motor.
 Ship's electric supply is 3x380V/50Hz.
 Emergency diesel generator of 80 kVA is fitted.

Navigation and communication equipment

Navigation equipment is fitted in accordance with restricted navigation area and consists of X-band radar and magnetic compass.
 Communication equipment includes VHF radiotelephone, command and talk back system and TV monitoring system for stern ramp and engine room.

Cruising range and autonomy

At the speed of 9.5 knots, about 7 voyages for max. 1 hour duration could be done. Provisions suffic. for 7 days.

Complement

The ship provides full accommodation for 6 crew members in single berth cabins.

Passenger Ferry

20.76 m

FERRIES & RO-RO, YACHTS, HIGH SPEED BOATS

Builder / Yard No.: **BRDODSPLIT - Naval & Special Vessel Shipyard Ltd / 506**
 Name: YARD 506, - **RUBINUM**
 Owner / Flag: MAISTRA - Rovinj, CROATIA
 Delivered: 2006



Main Characteristics

Length, over all	abt. 20.76 m
Breadth	6.40 m
Height, up to main deck	2.80 m
Draught	1.60 m
Gross tonnage	abt. 130 GT

Accommodation

Passengers (summer)	140 (119 seated)
Passengers (winter)	71
Crew	3

Vessel's primary mission is ferrying of passengers on short routes, i.e. navigation area 6 according to CRS and it is built according to the Rules of Croatian Register of Shipping (CRS) and Lloyd's Register (LR) Rules for special service craft.

Hull and superstructure are built from steel (grade A), of welded construction.

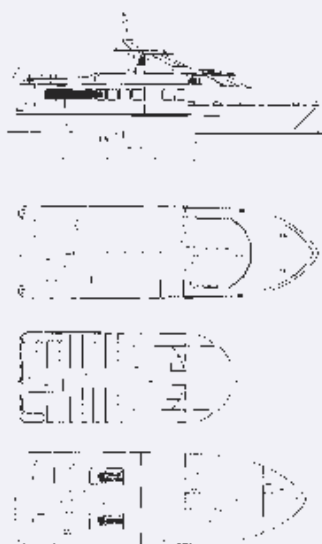
Two four-stroke diesel engines, electrically started, 2 x 220 kW, driving 2 propellers through reversible reduction gears, enable service speed of 10 knots. Propulsion plant is remotely controlled from wheelhouse control console.

Wheelhouse (with all round visibility), passenger and crew accommodation spaces are air-conditioned.

Electrical power is provided from diesel generator 3 x 380 V, 50 Hz, 32 kVA and from batteries 24 V DC. Radio equipment includes VHF/DSC and VHF portable. Navigation system consists of: radar, GPS, magnetic compass and echo sounder.

Passenger accommodation includes 43-seat lounge, 17-seat VIPs lounge and 59-seat open deck accommodation.

One three-berth cabin is provided for crew accommodation.



Search and Rescue Boat

17 m



Builder / Yard No.: **BRODOSPLIT - Naval and Special Vessel Shipyard Ltd.** / 587, Sister vessels: 588, 589, 590
 Name: **POJIŠAN, VID, ŠIBENIK, DANČE**
 Owner / Flag: Republic of Croatia - Ministry of Maritime Affairs, Transport and Communication
 Project: 756A
 Designed by: Brodosplit Naval and Special Vessel Shipyard Ltd.
 Delivered: 1999, 2001, 2002

Primary mission is search, rescue of human lives and sea surveillance. Additionally equipped with portable bilge fire fighting pump.

The craft is designed for navigation area R2 according to DNV (including EEZ protection) in heavy weather conditions, during whole year.

Length over all	17.10 m
Breadth max	6.22 m
Depth to main deck	2.70/2.20 m
Draught baseline	0.89 m
Draught at propellers	1.16 m
Service speed	20 knots
Max. speed	24 knots

Construction

The hull is made of mild steel in welded construction. High tensile steel is used in those parts of the hull, subjected to higher stress. Superstructure is made of seawater resistant aluminium alloy in welded construction. It is connected to steel hull by means of aluminium - steel transition joint bar.

Tank capacities

Fuel	1.85 t
Fresh water	0.70 t
Fire fighting	0.25 t

Machinery and electrics

Two four-stroke, water cooled, turbocharged diesel engines 610 kW/2,000 RPM each, with reduction gears.
 Basic craft power supply 220 V, 50 Hz and 24 V DC.
 Electric power is derived from 10 kW diesel generator 220 V, 50 Hz and batteries 24 V.

Electronic and navigation equipment

The external communication system consists of VHF radio-telephones and alert receiver which provide ship - to - ship and ship - to - shore communications. In addition, electric hailer with loud speaker on the mast and microphone with amplifier in wheel house. The navigation system includes: radar, radio direction finder, GPS plotter, EPIRB buoy, magnetic compass (2 sets), echosounder and electro-magnetic log.

Other systems and equipment

The craft is equipped with following systems: ventilation, CO₂ fire - fighting, foam fire - fighting monitor, engine room diesel fire pump, portable petrol fire pump and reinforced life - saving equipment, including 2 life - rafts, hydro - thermo protective suits, basic resuscitation kit etc.

Cruising range

Fuel oil tanks capacity ensures 200 Nm range at 20 knots speed.

Complement

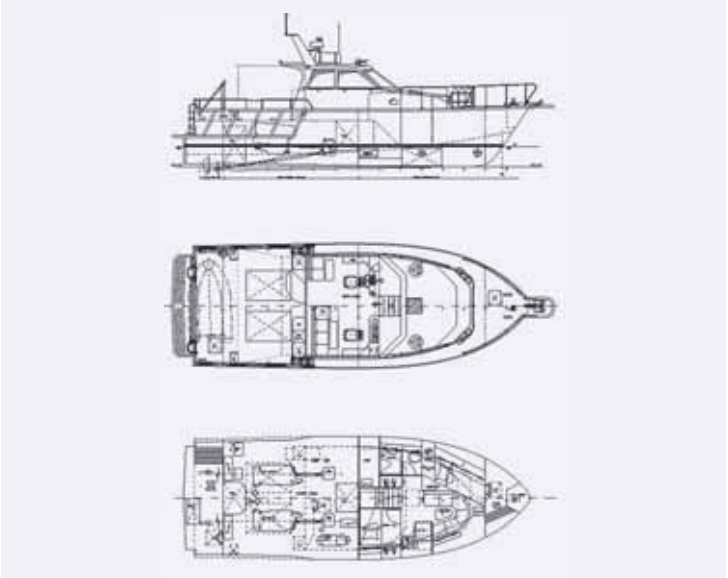
The craft is outfitted to accommodate 4 crew members.

Rescue capacity

The craft is outfitted to take 10 survivors, including max. 3 in lying position.

Search and Rescue Craft

14.45 m



FERRIES & RO-RO, YACHTS, HIGH SPEED BOATS

Builder / Yard No.: **BRODOSPLIT - Naval and Special Vessel Shipyard Ltd. / 501, 502, 504**
Name: YARD 501 - **PLANAC**
YARD 502 - **UMAG**
YARD 504 - **MARJAN**
Owner: Republic of Croatia - Ministry of the Sea, Tourism, Transport and Development
Delivered: 2004, 2005

Main Characteristics

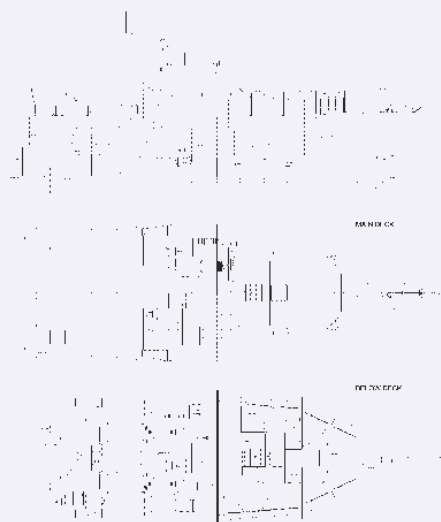
Length, over all 14.45 m
Length, hull without platforms 13.10 m
Breadth, max. without fenders 4.64 m
Draught, max. 1.15 m

Fast boat's primary task is surveillance at sea and search & rescue.
Fast boat is built according to rules of Croatian Register of Shipping (CRS) for boats for commercial purposes and according to Germanischer Lloyd (GL) rules. It is made of sea resistant aluminium alloy (AlMg4,5Mn), longitudinally framed, welded construction.
Damaged stability requirements are satisfied.
Two four-stroke diesel engines, turbocharged, electrically started, mechanically regulated RPM, maximal engine brake power 2 x 305 kW, driving 5-bladed propellers through reversible V-type gearboxes, enable service speed of 26 knots.
Propulsion plant is remotely controlled from wheelhouse control console.
Wheelhouse (with all round visibility) and accommodation spaces are air-conditioned.
Electrical power is provided from batteries (24V DC) and from diesel generator (220V, 50Hz, 8kW). Boat is equipped with radio equipment (1 VHF/DSC, 1 VHF, 2 VHF portable, 1 AIS transponder and 1 NAVTEX). Navigation system consists of: 1 radar, 1 GPS, 1 magnetic compass, 1 echo sounder/speed log.

Accommodation is provided for 2 crewmembers and 12 passengers/survivors. In addition, there are 2 single-berth cabins and 1 auxiliary berth.
Fuel tanks capacity enables range of 400 nautical miles (NM), at 23 knots speed. Stores enable 7 days autonomy.
This boat can also be used as oil spill control boat or fire fighting boat, by adding specific equipment at working deck at stern.

Fast Aluminium Workboat

13 m



FERRIES & RO-RO, YACHTS, HIGH SPEED BOATS

Builder / Yard No.: **BRODOSPLIT - Naval & Special Vessel Shipyard Ltd / 584, 593, 594, 595, 596, 597, 598**
 Name: **PLOVPUT 1 - 7**
 Owner / Flag: **Plovput d.o.o. Split / Croatia**
 Designed by: **BRODOSPLIT Naval & Special Vessel Shipyard**
 Delivered: **1998, 2000, 2001, 2002, 2003, 2004**

Length, over all	14.45 m
Length, hull without platforms	13.10 m
Breadth, max. without fenders	4.64 m
Draught	1.15 m

Fast workboat's primary task is maintenance of maritime signalling devices and objects, such as buoys and light-houses, transportation of lighthouse's crew and cargo supply. Open working deck area at stern is equipped with electro-hydraulic crane of knuckle type. Maximal crane load is 1,5 tm. Maximal stern working deck area load is 3 t. Wheelhouse and accomodation spaces are air-conditioned.

Classification

Fast workboat is built according to rules of Croatian Register of Shipping for boats for commercial purposes. Furthermore, damaged stability requirements are satisfied.

Construction

Boat is made of sea resistant aluminium alloy (AlMg4,5Mn), longitudinally framed, welded construction.

Machinery and electrics

Two four-strokes diesel engines, turbocharged, electrically started, mechanically regulated revolution, maximal engine brake power 2 x 305 kW, enable service speed of 23 knots. V-type gearboxes are reversible. Propulsion plant is remotely controlled from wheelhouse control console. Electrical power is provided from batteries (24 V DC) and from diesel generator (220 V, 50 Hz, 9 kW).

Navigation and communication equipment

Boat is equipped with VHF radio telephone for external communication. Navigation system consists of: radar, GPS, magnetic compass, echo sounder and speed log.

Cruising range and autonomy

Fuel tanks capacity enables action radius of 400 nautic miles, at 23 knots speed. Stores enable 7 days autonomy.

Complement

Accommodation is provided for 3 crew members and 9 passengers. In addition, there are 4 cabin berths and 4 auxiliary berths.

Design variants

Without changing basic parameters of boat's design, and only changing above water parts, various variants are obtained, such as:

- fast passenger boat
- ambulance boat
- oil spill control boat
- luxury boat
- patrol boat, etc.

High Speed Patrol Boat

Aluminium Boat 7.5 m

FERRIES & RO-RO, YACHTS, HIGH SPEED BOATS

Designed by: Shipyard KRALJEVICA / Brodarski institut - Zagreb
Project: 75HSP



Aluminium Walk-around pilothouse boat of 7 m length is designed as inland waters Police patrolling boat, but can easily be configured as a fire fighting / rescue boat / Coast Guard or Naval patrol unit.

The boat has been constructed in accordance with the rules of "Croatian Rules of Shipbuilding"

Powered by two Mercury outboard engines (2 x 75-125 HP) is able to develop a top speed of 45 knots

Main characteristics

Loa	7.080 m
Lwl	5.930 m
B	2.615 m
Draught	0.280 m
Speed max	45 knots
Displacement	1,973 t

Propulsion

The AltBK 23-1 is designed with two outboard engines Mercury 115 HP. Maximum speed on the sea trials: 45 knots. Other engines by the special request possible.

Materials

The construction of AltBK 23-1 consists two volume sections: a hull and a cabin. The constructions of the hull and the cabin to be made of aluminum alloy. The hull to be built on the transverse system of building, and the cabin on the combination system of building.

General

The aluminium boat is a Walk-around pilothouse boat, it is easily configured for law enforcement, fire / rescue, military or workboat applications

Dimensions

Length overall:	7.080 m
Breadth, max:	2.615 m
Lightship weight:	1,350 kg

Tank Capacity

AltBK 23-1 to be equipped with two fuel tanks for propulsion engines and one fuel tank for heating. Max. tanks capacity are:

Fuel tank 1 (propulsion engine)	150 l
Fuel tank 1 (propulsion engine)	150 l
Fuel tank (heating)	15 l

Lights

The boat is equipped with the following fixed electric lights:

- One red/green lamp 112o located on the side mast girder.
- One towing lamp 225 o (white)
- One anchor lamp 360 o (white)
- One stern lamp 135 o (white)
- One searchlight on the cabin top
- One cabin light
- One siren

The switches to be placed on the control console in the cabin.

