



IMAGINE...

IMAGINE THE EFFECT THAT HAPPIER, MORE COMFORTABLE CUSTOMERS WOULD HAVE ON YOUR FERRY OPERATION.

Imagine adding to this: lower operating costs, reduced environmental impact, more sailings in marginal weather and even the possibility of opening lucrative new routes.

Now factor in the confidence that comes with purchasing a vessel that is designed, built and supported by the world's leading manufacturer of high speed craft.

INTRODUCING AUSTAL'S 102 METRE TRIMARAN VEHICLE FERRY – A NEXT GENERATION MARITIME TRANSPORTATION SOLUTION, AVAILABLE NOW.

WHY TRIMARAN TECHNOLOGY?

More than just good looks, Austal's proven trimaran hullform combines the softer roll of monohulls with the low resistance, stability and carrying capacity of catamarans.

This means that, compared to other high speed craft, the trimaran offers:

- Greater speed for the same installed power
- Class leading fuel economy
- Greatly improved comfort when operating in the same sea conditions
- An ability to operate in higher wave heights
- An ability to maintain higher speeds in waves
- Greater resistance to damage
- Reduced wake which reduces impact on the environment.

INNOVATION WITHOUT RISK

The advantages of Austal's innovative trimaran hull form have been proven in commercial operation by the landmark 2005 built trimaran "Benchijigua Express". Experience from more than 200 deliveries over two decades ensures the peace-of-mind that comes from dealing with a world-leading supplier.

PERFORMANCE EFFICIENCY

A proven speed of 39.0 knots (at 90% MCR) with 340 tonnes deadweight. And that's with only three engines!

The unique hydrodynamic hull form and three engine propulsion train combine to maximise fuel efficiency and minimise environmental impact.

PASSENGER COMFORT

The trimaran's lower roll speed means lower accelerations experienced by passengers—significantly reducing passenger seasickness. Happier customers mean more repeat business.

OPTIMISED PAYLOAD

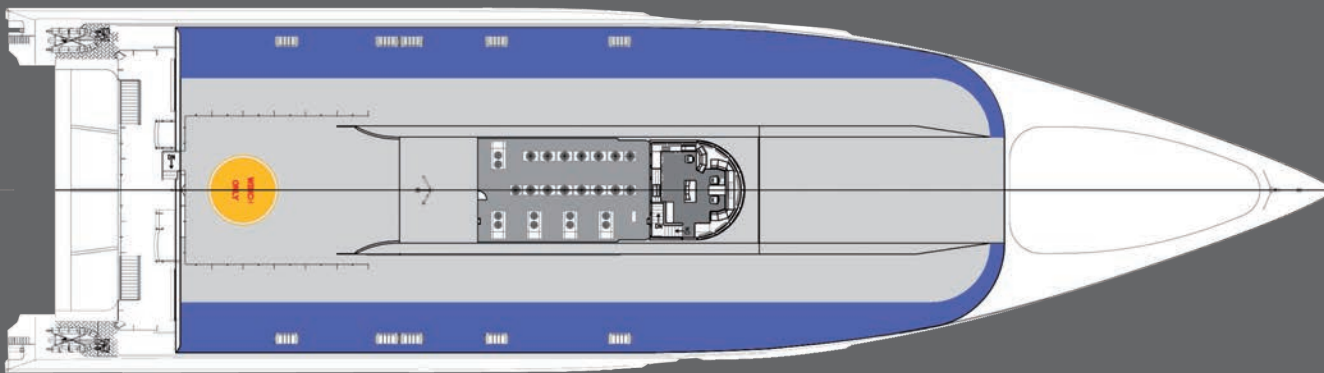
A mixture of fixed and hoistable vehicle decks, a customisable seating arrangement, a 680 tonne maximum deadweight and an optional stern ramp allows optimisation for operational needs.



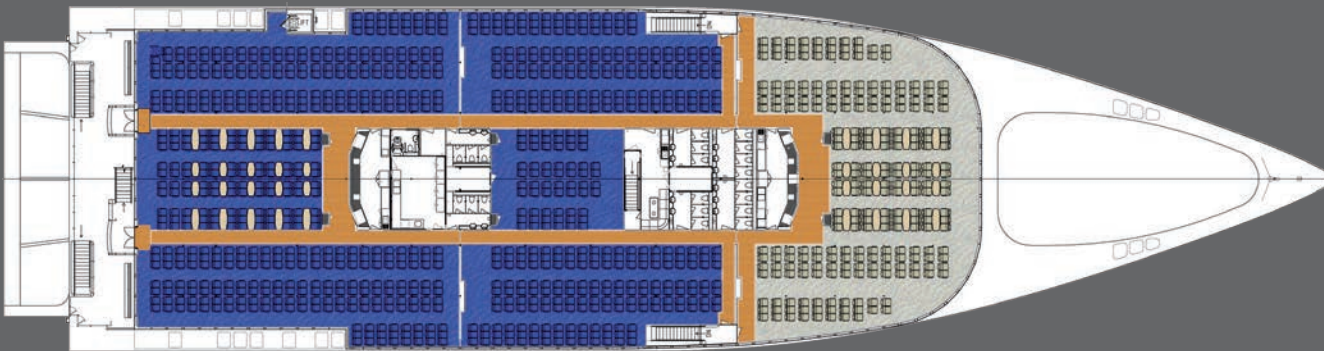
AUSTAL AUTO EXPRESS 102M



PROFILE



BRIDGE DECK



UPPER DECK

503 SEATS

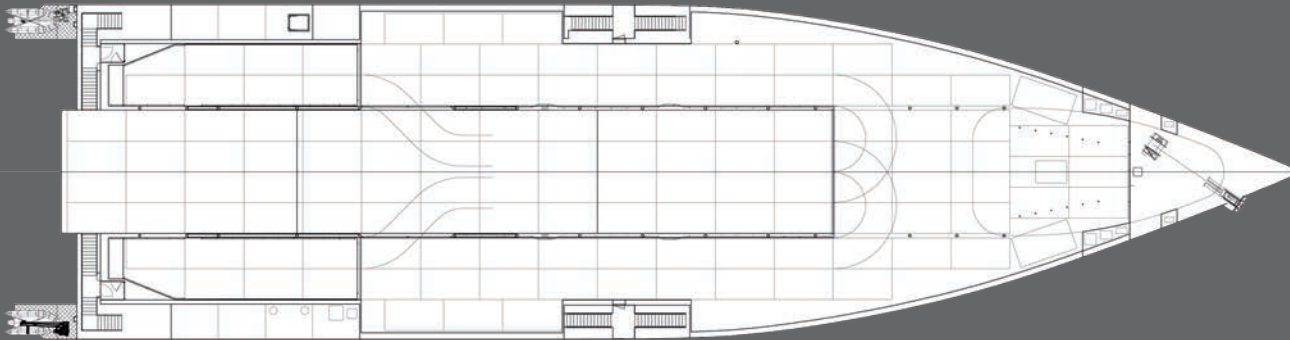
414 SEATS

248 SEATS

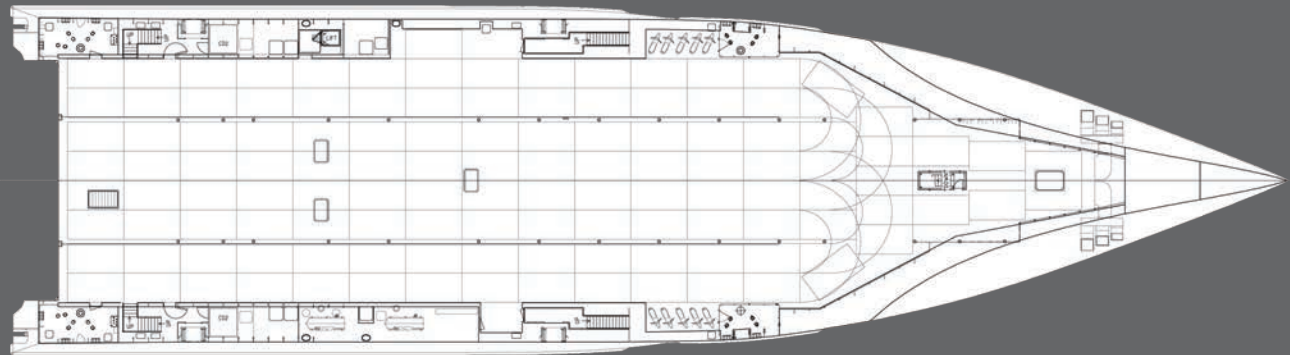


COMFORT MEETS FUNCTIONALITY

* ABOVE SEATING LAYOUT HAS 1165 PASSENGER SEATS.



MEZZANINE DECK

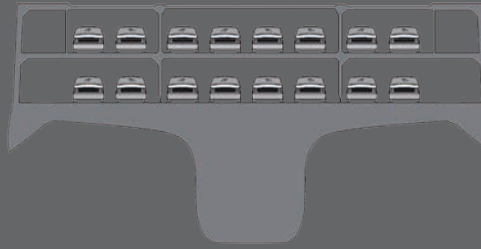


MAIN DECK



LOADING ARRANGEMENT
(CARS & TRUCKS)

MEZZANINE DECK



LOADING ARRANGEMENT
(CARS ONLY)

MAIN DECK



OPTIMISED PAYLOAD CAPACITY

PRINCIPAL DIMENSIONS

Length overall	102.0 metres
Length (waterline)	101.4 metres
Beam (moulded).....	27.4 metres
Hull depth (moulded).....	7.6 metres
Hull draft (maximum)	4.5 metres

PAYLOAD AND CAPACITIES

Passengers	1165 in 3 lounges
Cars	254 (4.5 x 2.35 metres)
Truck lane metres	188 plus 145 cars
Trucks.....	12 tonne double wheel axle
.....	9 tonne single wheel axle
Hoistable mezzanine ramps	
Stern ramp (optional)	
Maximum deadweight.....	680 tonnes

MACHINERY

Main engines	3 x MTU 20V 8000 M71L (9,100 kW)
Gearboxes	3 x ZF 53800
Waterjets	3 x Wartsila LIX 1300
Generators	4 x MTU S60
Ride Control System:	
.....	1 x 10m ² T-Foil forward
.....	2 x 2.5 m ² T-Foils on amahs
2 x 41kN retractable bowthrusters	
1 x 'T' Max rudder	

TANKAGE

Diesel.....	144,000 litres
Fresh water	7,000 litres
Black & grey water.....	7,000 litres
Lube oil	1,000 litres

PERFORMANCE (with Ride Control fitted)

Speed.....	39.0 knots (90% MCR, 340 tonnes deadweight)
Fuel consumption	4.90 t/hour
Range	760 nm @ 90% MCR + 20% reserve

CLASSIFICATION

Germanischer Lloyd
HSC 2000 MSC.97(73)
✠100 A5, HSC - B OC3 H_s=5m
High Speed Passenger / Ro-Ro Type, MC, AUT
Bahamian Flag Authority



VESSEL PRINCIPAL PARTICULARS

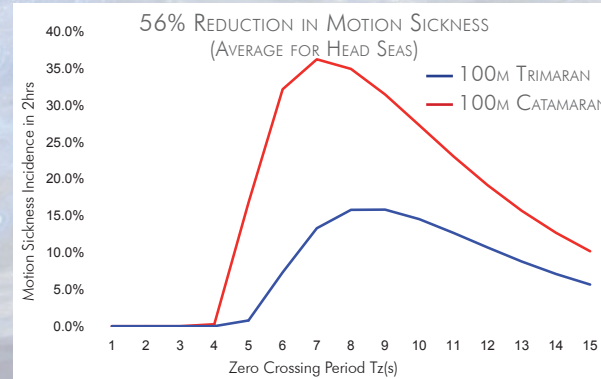
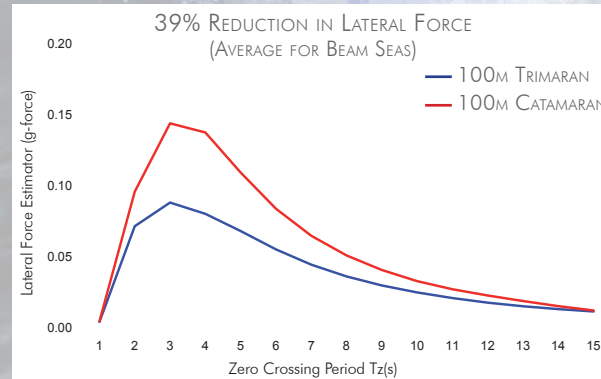
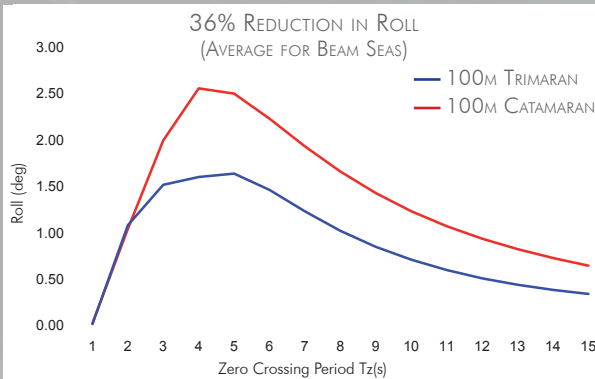
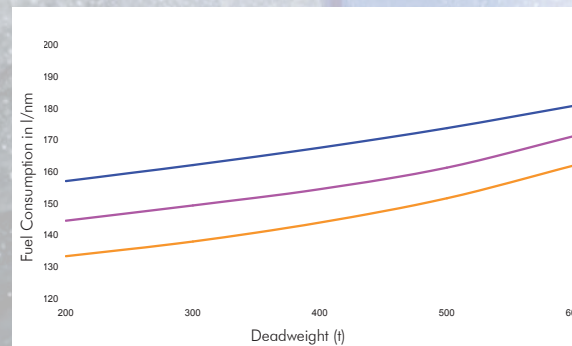
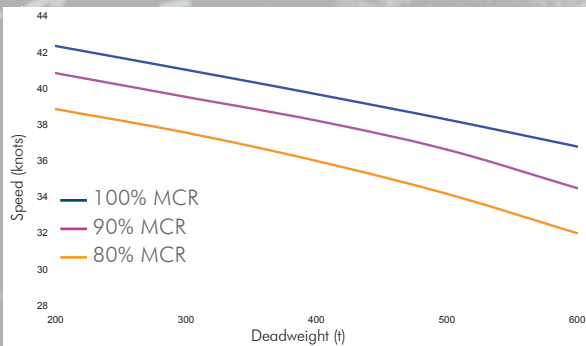
PROVEN PERFORMANCE

A new and simplified ride control arrangement has been commissioned which provides excellent control over the vessel's motions and handling characteristics in all sea conditions.

Official sea trials have confirmed the performance of the vessel, during which it achieved the following:

- 39.0 knots with a deadweight of 340 tonnes (at 90% MCR).
- 35.4 knots with a deadweight of 560 tonnes (at 90% MCR).
- 45 knots maximum speed.
- 760 nautical mile range (at 90% MCR) with fuel consumption of only 4.90 tonnes per hour.

COST EFFECTIVE SPEED REGARDLESS OF LOAD



*NOTE: ALL SEAKEEPING DATA FOR VESSELS WITH 340 TONNES DEADWEIGHT @ 37 KNOTS IN 2.5 METRE SEAS (SIGNIFICANT WAVE HEIGHT).



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PERFORMANCE & SEA KEEPING