

Improved service



Rodriquez Cantieri Navali in Italy and Izar in Spain have delivered new vessels for service on the busy routes between mainland Spain and the Balearics.

THE 115 m TMV 115 monohull fast ferry Federico Garcia Lorca was handed over to her new owners, Balearia Eurolines Maritimes in Spain, one week ahead of the contractual date by Rodriquez Cantieri Navali in Italy from its Pietra Ligure yard.

The vessel entered service only three days after the official delivery on the Valencia to Palma de Majorca route.

The sea-trials were concluded successfully in May, with the vessel achieving a better than expected service speed of 38.3 knots with the four Caterpillar 3618 diesel engines at 90 percent MCR, with 400 tonnes dwt and the ride control system installed and active. Propulsion is by four steerable L1114E waterjets from Lips.

The ride control system was designed and manufactured by the subsidiary Rodriquez Marine Systems and consists of four anti-roll fins with forward and aft T-foils all centrally controlled by an advanced bridge mounted system. Integrated into the aft T-foil skegs are trim tabs that are

used to steer the vessel at speeds over 15 knots, thereby allowing the waterjets to remain in their optimal thrust position.

Rodriquez Marine Systems also supplied the central vessel alarm and monitoring system, start/stop/alarm/monitoring system for the propulsion equipment, bow thrusters (tunnel and retractable type) and hydraulic systems for all car decks and ramps.

Hoistable central and outboard car decks, which may be quickly hoisted upwards in a variety of configurations depending on loading requirements, allow for maximum flexibility and taller vehicles. The maximum capacity is 220 cars (or 100 cars plus 200 truck lane m or 40 cars plus 300 truck lane m) and 900 passengers.

There are three ro ro decks plus two passenger decks and the vessel is approved for severe weather navigation.

The full production package of what is one of the largest all aluminium ro-Pax ferries built was

MAIN PARTICULARS

Classification

RINA *100-A-1.1 NAV.SHSC-CATB + 1AQ-2 Tp Tr (ro-ro)

Flag Spanish

Length overall 115.25 m; waterline 96.2 m

Beam 17.00 m

Draught

lightship, no foils 1.82 m;

loaded no foils 2.5 m;

loaded with foils 5.00 m

Depth 10.80 m

Grt 5,889 t

Deadweight (max) 700 t

Passenger capacity

900; Belvedere (upper) deck 320; main deck 680

Vehicle capacity

cars 220 (100 upper garage; 120 lower garage); or 100 cars plus 200 lane m trucks or 40 cars plus 300 lane m trucks

Vehicle ramps

two stern for loading;

hoistable internal ramps/decks

Hull construction material

light alloy aluminium

Superstructure material

light alloy aluminium

Main engines

four Caterpillar 3618 diesels, each 7,200 kW at 1,050 rpm

Diesel generators

four Caterpillar 400 kVA each

Gearboxes four Reintjes

Propulsion

four steerable L1114E Lips waterjets

Speed

max lightship 38 knots; cruising (foils, loaded, 90 percent MCR) 36 knots

Range

650 nm at cruise speed and conditions

Ride control system

four anti-roll lateral fins; two T-Foils, one fore and one aft; intruders for longitudinal trim control

undertaken by Intersection Design in France. ShipConstructor from Albacore Research in Canada was the CAD-CAM software suite selected for the task.

The ferry was built by a number of independent teams, some working at other shipyards and each responsible for an entire building unit. The various units were delivered to the Rodriquez yard in Pietra Ligure, where they were assembled in January 2001. ■