



Built by Xingang Shipyard, Zingang, China (Yard No SB346-1) for Zhongtie Bohai Railway Ferry. Delivered October 2006. In service between Yantai - Dalian.

ZHONGTIE BO HAI 1 HAO

CLASSIFICATION

CCS/B

DIMENSIONS

Length o a	182.6 m
Length p p	164.6 m
Beam mld.....	24.8 m
Draft	6.0 m
Depth to maindeck	9.0 m

TONNAGE

GT	24,975
NT.....	12,987
TDW	7,200

PASSENGERS

Total capacity	480
• Saloons	
Observation lounge	152
Port side restaurant	50
Starboard side restaurant	64
Cinema.....	48
• Cabins	
2 x 1-berth outside suite.....	2
6 x 2-berth outside with fac	12
34 x 4-berth outside with fac	136
17 x 8-berth outside.....	136
4 x 2-berth inside with fac.....	8
12 x 4-berth inside.....	48
23 x 6-berth inside.....	138
98 cabins	480
138 cabins total	281

CREW

Crew	63
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CAR/TRAILER DECKS

Deck	Free height	Cars	Trucks	Railw
Upper	m	25	50	0
Main	m		0	50
Capacity		25	50	50

ACCESS

• External access	
Stern door, h x w.....	4.835 x 6.000 m

MACHINERY

• Main engines	
Make.....	4 MAK
Type.....	9M25
Effect, kW each.....	2,880
Rpm	720
• Auxiliary engines	
Number	1
Effect, kW	400
• Propellers	
Azipods	2 ABB Azipod
Bow thrusters	2 Kawasaki
Effect, kW each.....	710
• Other equipment	
Fin stabilisers	Rolls-Royce

SPEED

Trial speed.....	18.24 knots
Service speed	18.0 knots

TANK CAPACITIES

Heavy fuel oil	280 m ³
Lub oil	15 m ³
Fresh water.....	273 m ³
Sewage	20 m ³
Ballast water.....	2,566 m ³

SELECTION OF SUPPLIERS

• Hardware	
Cargo Access Equipment	Navalimpianti Tecnimpianti

Hull

Passengers

Passenger vehicle

Freight units

Crossing the Gulf of Bohai between Dalian and Yantai by ship avoids a lengthy (approx 1,000 km) journey on coastal roads. Earlier tonnage on this route was old and had suffered serious casualties. Following years of discussions and projections, ZHONG TIE BO HAI 1 HAO is the first of three identical domestically built train ferries put into service during 2006.

A unique feature of SDARI's design for these ships is their incorporation of a pair of ABB azipod thrusters of a new compact type. New rail linkspans have been built as well as separate ro-ro access for the upperdeck.

Although not confirmed, the vessels are reported to have cost about CNY 800 million (EUR 72 million) each. Zhongtie Bohai Railway Ferry is one of several operators now investing in this route. Another ferry operator, Shandong Bohai Ferry Company, has two large ropaxes on order at Wuchang Shipyard. These three-deck vessels are, however, more orientated to truck traffic, and equipped for both bow and stern loading.