



LAURELINE: Ro-ro

Shipbuilder: **Hyundai Mipo Dockyard Co., Ltd**
 Vessel's name: **Laureline**
 Owner/Operator: **CLdN Cobelfret**
 Country: **Luxembourg**
 Designer: **Hyundai Mipo Dockyard Co., Ltd**
 Country: **Republic of Korea**
 Model test establishment used: **KRISO**
 Flag: **Malta**
 IMO number: **9823352**
 Total number of sister ships already completed (excluding ship presented): **3**
 Total number of sister ships still on order: **Nil**

In late 2015, Belgian shipowner Cobelfret announced a plan to modernise its freight ferry fleet which at that time comprised vessels with a maximum of 4,000 lane metres. Among the 12 planned ships were a series of four 5,400 lane metre vessels booked with South Korea's Hyundai Mipo yard.

Delivered in January, *Laureline* was the first of the four and was joined by sisters *Ysaline*, *Sixtine* and *Hermine* in April, July and August respectively. The vessels are operated by Cobelfret-associated Compagnie Luxembourgeoise de Navigation (CLdN). They are 216.5m in length, have a beam of 32.26m and a depth of 27.3m to the weather deck.

The 50,443gt vessels will serve on various services in Europe connecting ports in Belgium, Netherlands, UK, Ireland, Portugal and Spain. They have seven cargo decks including two hoistable decks and a single stern ramp. The vessel is suitable for carrying cars, trucks, trailers, mafi roll trailers with double stacked containers and cassettes with double stacked containers.

Laureline has a Hyundai-built MAN B&W 7S50ME-C9.5 main engine rated at 10,800kW and 114rpm. The engine is directly connected to a Kongsberg (ex Rolls-Royce) controllable pitch Promas propeller designed to reduce cavitation and aid manoeuvrability, which is also served by forward and aft tunnel thrusters. The arrangement allows a service speed of 18knots.

As well as expanding its fleet with the 2015 orders, the owner also wished to modernise and make operations more environmentally friendly. Therefore, the four 5,400 lane metre sister vessels were designed to be gas ready on delivery. In July, the owner returned to Hyundai Mipo ordering two more similar ships. They will be equipped with LNG fuel systems and able to burn LNG on delivery in the dual-fuel versions of the same main engine.

TECHNICAL PARTICULARS

Length oa: abt. 216.5m
 Length bp: 204.00m
 Breadth moulded: 32.26m
 Depth moulded
 to main deck: 12.20m
 to upper deck: 27.30m

Draught (mld.)
 scantling: 8.2m
 design: 7.4m
 Gross: 50,443gt
 Deadweight
 scantling: 20,600t
 design: 16,100t
 Block co-efficient: 0.6276 (Design Draught)
 Speed, service (-%MCR output): 17.60knots
 Bunkers (m³)
 Heavy oil: 1,970
 Diesel oil: 340
 Water ballast (m³): 12,900
 Daily fuel consumption (tonnes/day) (only for reference)
 Main engine only: 34.5
 Auxiliaries: 11.1
 Classification society and notations: DNV-GL
 +1A, RO/RO ship, CONTAINER, E0, DG(P), NAUT(AW), CLEAN, BIS, TMON(oil lubricated), gas ready(D,S,MEc), LCS
 Heel control equipment: Anti-heeling pump
 Propulsion
 Design: Hyundai-MAN B&W
 Model: Hyundai-MAN B&W
 7S50ME-C9.5(Tier II)
 Manufacturer: HHI Engine & Machinery
 Division
 Number: 1
 Type of fuel: HFO, MDO
 Output of each engine: MCR-10,800kW x
 114.0rpm
 Is this a diesel-electric or hybrid?: No
 Propeller(s)
 Material: Ni-Al-Bronze
 Designer/Manufacturer: Rolls-Royce
 Number: 1
 Fixed/Controllable pitch: Controllable
 Diameter: 6.2m
 Speed: 114rpm
 Special adaptations: Promas rudder
 Diesel-driven alternators
 Number: 4
 Engine make/type: HHI-EMD/ 8H25/33(3 sets), 5H21/32(1 set)
 Type of fuel: HFO, MDO
 GENERATOR ENGINE: 8H25/33 (2,400kW @ 900rpm, 3 sets), 5H21/32 (960kW @ 900rpm, 1 set)

Boilers
 Number: 1 set of thermal oil heater
 Type: Pressure atomizing type
 Make: Alfa-laval
 Output, each boiler: 1,100kW
 Stern appendages/special rudders: 1 set of Promas rudder

Bow thruster(s)
 Make: Kawasaki
 Number: 2

Output (each): 2,000kW
 Stern thruster(s)
 Make: Kawasaki
 Number: 2
 Output (each): 1,500kW
 Deck machinery
 Other cranes
 Number: 1
 Make: Oriental
 Type: Normal head type
 Tasks: Engine room crane
 Performance: 4t x 5.63m
 Mooring equipment
 Number: 6
 Make: Rolls-Royce
 Type: Electro-hydraulic high pressure type.

Special lifesaving equipment
 Number of each and capacity: 1xlifeboat(40P)
 Make: Norsafe
 Type: Free-fall Type
 If MES, vertical or sloping chutes?: Sloping

Vehicles
 Number of vehicle decks (fixed/moveable): .5/2
 Total lane length: 5,051m
 Total cars: 316 trailers, 1,100 private cars
 Doors/ramps/lifts/moveable car decks
 Number of each: 1 x stern ramp/door,
 2 x movable ramps
 Type: Moveable ramp
 Designer: TTS

Ballast control system
 Make: DESMI
 Type: Electric motor driven
 Ballast water treatment system
 Make: Techcross
 Capacity: 1,000m³/h

Complement
 Officers: 12
 Crew: 16
 Suez/Repair Crew: 6
 Single/double/other rooms: 12 (drivers)

Navigation and other equipment
 Bridge control system
 Make: Hyundai Electric
 Type: Floor mounting and self standing
 Is bridge fitted for one-man operation? ..Yes
 Integrated bridge system?: Yes
 If yes, make: Kongsberg
 Model: K-Chief 600 Alarm Monitoring System

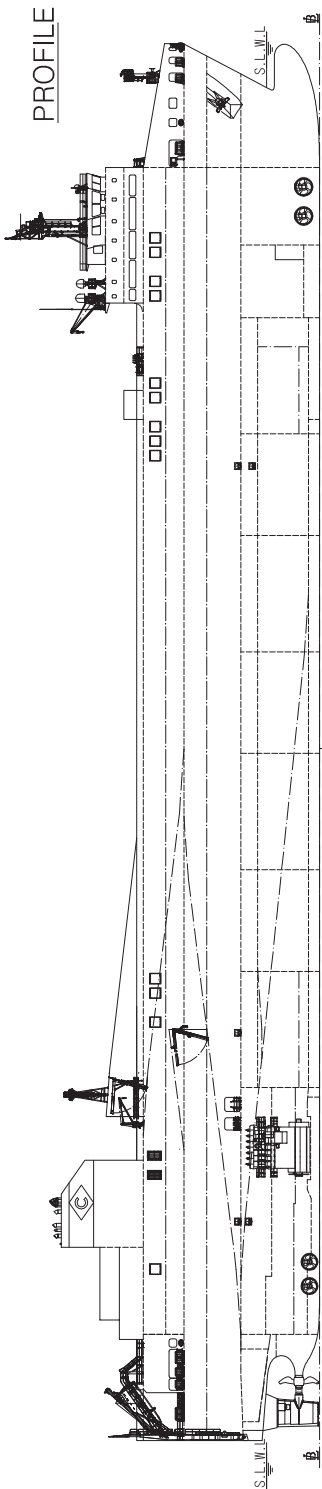
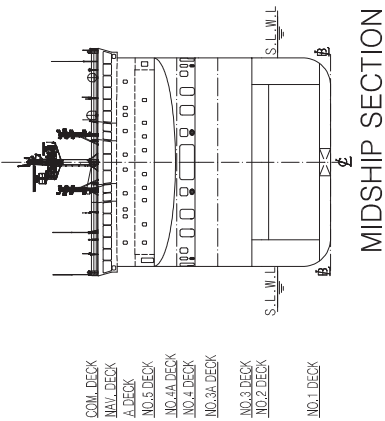
Radars
 Number: 2
 Make: JRC
 Model(s) : JMR-9230-S, JMR-9225-6X

Fire detection system
 Make: Consilium Marine
 Type: Salwico Cargo
 Fire extinguishing systems
 Engine room: Low pressure
 CO₂ system, portable fire extinguisher, fixed local fire extinguisher
 Make/Type: Danfoss Semco / CO₂
 Vehicle spaces: Low pressure CO₂ system,
 Portable fire extinguisher
 Make/Type: Danfos Semco / CO₂
 Cabins: Portable fire extinguisher
 Public spaces: Portable fire extinguisher

Waste disposal plant
 Incinerator
 Make: HMMCO
 Model: MAXI NG50SL WS
 Sewage plant
 Make: RWO Veolia
 Model: CS-BIO 2

Efficiency
 Attained EEDI value: 8.00 (-15.6%)
 Required EEDI value: 9.48
 Installed Fuel Meters: Mass type flow meter,
 3 sets for M/E & G/E, 1 set for T.O. heater
 Energy Saving Technologies*: Promas rudder

Contract date: 3 February 2017
 Launch/float-out date: 31 August 2018
 Delivery date: 4 January 2019



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