

# 'Pauline'



## Flensburger launches largest vessel to date

Flensburger Schiffbau-Gesellschaft delivered the first of two vessels for Belgian customer Cobelfret on November 24, 2006. The second ship of this series will be delivered in April 2007.

Named 'Pauline', the vessel represents the largest Con-Ro ferry of its type and also the largest vessel ever built at Flensburger. The vessel is designed for the transportation of containers on roll trailers, Ro-Ro trailers, SECU's, vans and private cars. Immediately after delivery, the ship entered into service between Zeebrugge/Rotterdam and Killingholme in England.

'Pauline' is classified by Det Norske Veritas to notation +1 A1 General Cargo Carrier Ro-Ro, EO, DG-P, NAUT-AW, ICS, TMON. At 203 by 31 by 7.40 metres, and weighing in at 17,023DWT, she is capable of carrying 848 TEU, which can be stowed on four of the five decks, 258 trailers and 655 cars.

A pair of MaK 12M43 diesels provide propulsive power, each at 10,800kW at 500rpm, for a cruising speed of 21.7 knots and fuel consumption of 77.30 tonnes/day. Auxiliaries include a pair of 1,190kW and a single 761kW engine. Steering is courtesy of two electro-hydraulic steering gears and full spade rudders with costa bulbs, aided by a pair of 2,000kW bow thrusters.

Over the past five years, Flensburger Schiffbau-Gesellschaft was able to contract numerous important Ro-Ro newbuildings, including 12 ships for UN RoRo, Turkey; six vessels for AWSR Shipping, England; six for DFDS Tor Line, Denmark; and six for Cobelfret, Belgium.

Flensburger's current order book should ensure work for the yard until the fourth quarter of 2009.

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### 'Pauline'

#### SPECIFICATIONS

<b>Type of vessel:</b>	Con-Ro
<b>Classification:</b>	DNV + 1 A1 General Cargo Carrier Ro-Ro, EO, DG-P, NAUT-AW, ICS, TMON
<b>Owner:</b>	Cobelfret, Belgium
<b>Builder:</b>	Flensburger Schiffbau-Gesellschaft, Germany
<b>Length overall:</b>	203.00 metres
<b>Length bp:</b>	190.42 metres
<b>Breadth, moulded:</b>	31.00 metres
<b>Depth to main deck:</b>	9.90 metres
<b>Depth to upper deck:</b>	18.60 metres
<b>Draught (design):</b>	7.40 metres
<b>Draught (scantling):</b>	7.80 metres
<b>Deadweight:</b>	17,023 tonnes
<b>Tonnages:</b>	49,166GT; 14,750 NT
<b>Main engines:</b>	2 x MaK 12M43, each 10,800kW at 500rpm
<b>Auxiliary engines:</b>	2 x 1,190kW; 1 x 761kW
<b>Generators:</b>	2 x 1,300kVA; 1 x 900kVA
<b>Shaft generators:</b>	2 x 3,000kVA
<b>Emergency generator:</b>	500kVA
<b>Steering equipment:</b>	2 x Steering gears (electro-hydraulic); 2 x Full spade rudders with costa bulb
<b>Bow thrusters:</b>	2 x 2,000kW/27 tonnes (CPP)
<b>Service speed:</b>	21.7 knots
<b>Cruising range:</b>	10,000nm
<b>Container capacity:</b>	848TEU
<b>Trailers:</b>	258
<b>Cars:</b>	655
<b>Trailer lane metres:</b>	3,900
<b>Water ballast tanks:</b>	8,000m <sup>3</sup>
<b>Fresh water tanks:</b>	145m <sup>3</sup>
<b>Heavy fuel oil tanks:</b>	1,330m <sup>3</sup>
<b>Consumption:</b>	77.30 tonnes/day
<b>Diesel oil tanks:</b>	160m <sup>3</sup>

