

# Star



Tallink has taken delivery of its latest newbuilding, *Star*, from Aker Yards' Helsinki facility, and the 36,250gt day ferry now provides year-round services between Estonia and Finland at 27.5 knots



STAR	
Operator	Tallink Group
Builder	Aker Yards (Helsinki)
Length, oa	186.00m
Breadth, moulded	27.70m
Draft	6.50m
Deadweight (max)	4,700 tonnes
Gross	36,250gt
Free height in main deck	4.9m
Passengers (max)	1,900
Crew (max)	100
Lane metres	2,000
No of decks	11
External access	bow ramp, 18.0m x 4.7m stern ramp, 11.0m x 18.0m
Internal access	ramp, 49.0m x 6.0m
Passenger cabins	
64 x 4-berth outside	256
65 x 4-berth inside	260
2 x 2-berth outside	4
Speed, service	27.5 knots
Classification	Bureau Veritas, 1 +Hull Ro-Ro Passenger Ship, +MACH, AUT-UMS, SYS-NEQ-1, Finnish Ice class 1A

Tallink's new generation 36,250gt high speed ferry *Star* is now running on the Tallinn, Estonia to Helsinki, Finland, route. According to Tallink, the new shuttle service ferry is unique in the world, being the fastest conventional vessel ever built for such a short distance. The ferry can complete the 80km route between the two cities in two hours.

Today, Tallink is the largest Baltic ferry operator, having undergone rapid expansion during the last few years; it has three main brands comprising Tallink, Superfast and Silja Line (acquired from Sea Containers). The Estonian company currently runs both cruiseferries and ropax designs from Estonia to Finland and Sweden, Sweden to Finland, Latvia to Sweden and Finland to Germany, as well as high speed craft between Helsinki and Tallinn.

Its latest newbuilding is worth around €110 million and gave the Helsinki-based shipyard and its partners around 800 man-years of work. *Star* is the 19th ferry to be delivered by Aker Yards for the combined Tallink Silja company.

An ice-strengthened hull allows year-around operation. "The Tallink Shuttle service and its schedule will be stable all through the year, as

the ship is able to operate under any weather conditions," states the company. This reliability and increase in capacity on the route are the two main factors that the operator cites for its new service.

Operating at a service speed of around 27.5 knots, the ferry's propulsion package comprises four MaK 12M43C medium-speed main engines, each with an output of 12,000kW at 514 rpm. These are coupled through reduction gearboxes to drive two Wärtsilä controllable pitch propellers with a diameter of 5.2m and turning at 145 rpm.

*Star* also has two 1,500kW Wärtsilä bow thrusters and a 1,000kW stern thruster from the same manufacturer. Manoeuvrability is enhanced by Becker flapped rudders turned by Rolls-Royce steering gear, and a set of Blohm + Voss stabilisers enhances passenger comfort in rough weather.

The new 186m ropax design has 11 decks and capacity for 1,900 passengers and 100 crew. *Star* can seat 410 passengers in its pizzeria on deck 9; 242 in the observation lounge on deck 9; 100 people in its à la carte restaurant on deck 8; 322 in the self-service restaurant and 450

## Tallink grows a fast-expanding fleet

The fast-expanding Tallink Group still has three vessels currently under construction. Last year Aker Yards delivered one of the largest ropaxes in operation on the Baltic. This 48,300gt newbuilding, *Galaxy*, was completed at Aker's Rauma yard and is in operation between Tallinn and Helsinki. It is the largest ship ever to be registered in Estonia.

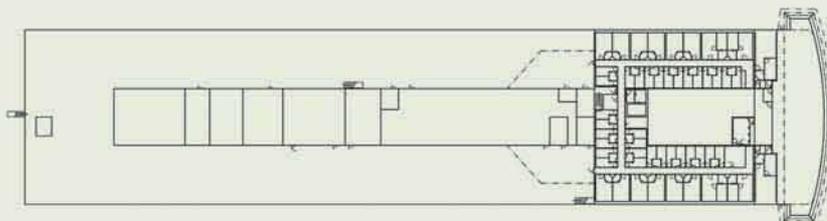
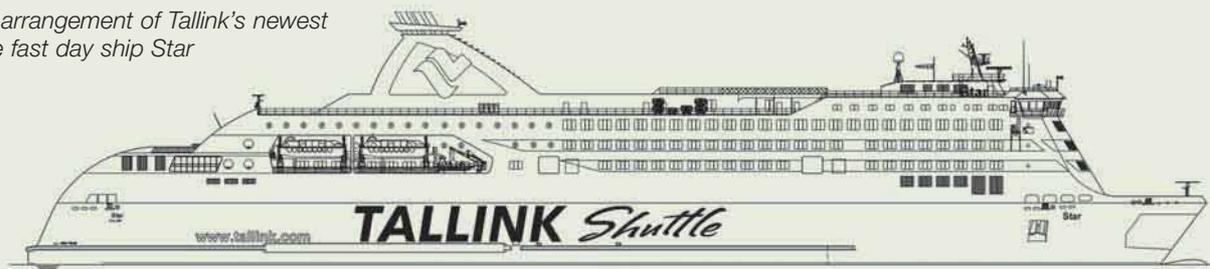
A sister (newbuilding no 1361) to *Galaxy* will be delivered from Aker in summer 2008. This is designed to replace *Galaxy* on the Tallinn to Helsinki route when delivered. *Galaxy*, in turn, will replace the

34,400gt/1986-built ropax *Silja Festival* in Tallink's subsidiary, Silja Line. In April this year, Tallink announced that *Galaxy* will be transferred to the Stockholm to Turku route next year.

Also in 2008, the company expects a fast ropax ferry delivery (newbuilding no 8367) from Italian yard Fincantieri, which is planned for handover in February.

A recently contracted project, also being built at Aker Yards, is 'Cruise 5' (newbuilding no 1365), which is a third *Galaxy*-class cruise ferry due for delivery in spring 2009.

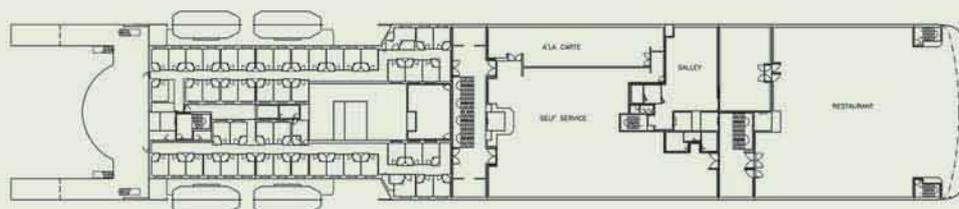
General arrangement of Tallink's newest ferry, the fast day ship Star



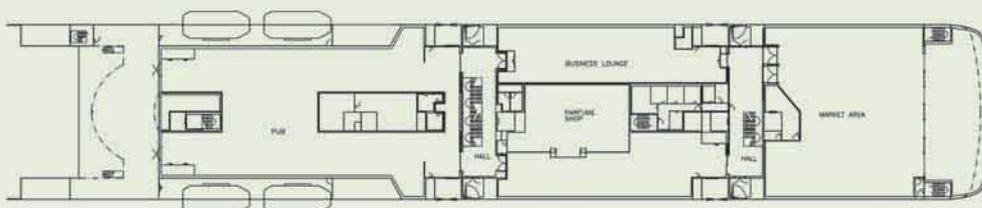
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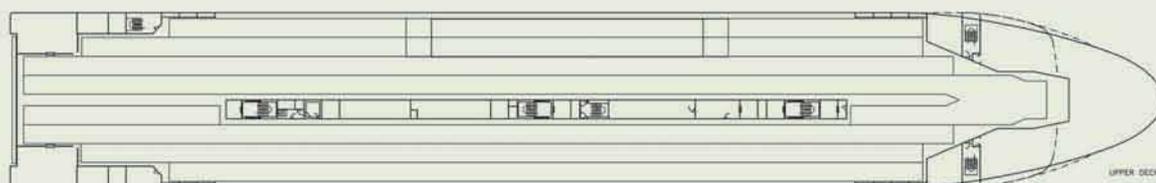
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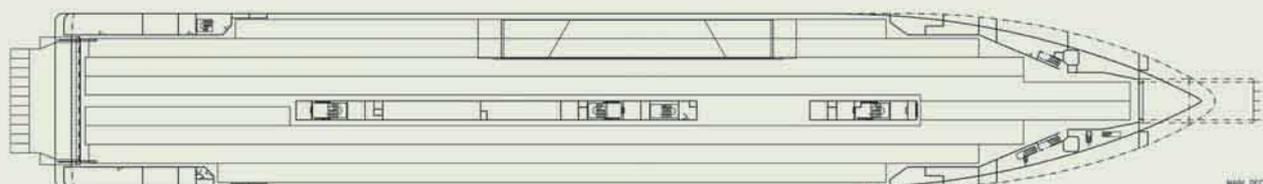
DECK 8



DECK 7



UPPER DECK (5)



MAIN DECK (5)

in the main restaurant on deck 8; 122 in the business lounge on deck 7; and 485 in the pub on deck 7.

The ferry also has a number of cabins so that the operator can offer short overnight cruises to and from Tallinn when required. The Finnish division of the Kaefer group delivered 161 cabins totalling an area of 2,500m<sup>2</sup>, and *Star's* cabin wet units were supplied by Parmarine. The cabins comprise: 64 x four-berth outside cabins; 65 x four-berth inside cabins; and 2 x two-berth outside cabins.

Roro access to the vessel is via a TTS-supplied 18.0m x 4.7m bow ramp and 11.0m x 18.0m

stern ramp. With over 2,000 lane metres of vehicle deck space, the ship can carry up to 120 trucks/freight units or 450 private cars.

*Star* has three daily departures from both Helsinki and Tallinn. It departs Tallinn at 7am, 2pm and 8.30pm and Helsinki at 10.30am, 5pm and 11.55pm, and the price for a single passenger ticket starts at €20 with car packages from €70.

"*Star* introduces a totally new concept in Tallinn to Helsinki ferry traffic – in addition to high speed travel, passengers have various leisure opportunities on board. Amongst several

restaurants, fast food outlets and pubs, the ship also features a business lounge, which allows passengers to work in comfort," Tallink notes. Its onboard services also include a 1,500m<sup>2</sup> shopping centre area.

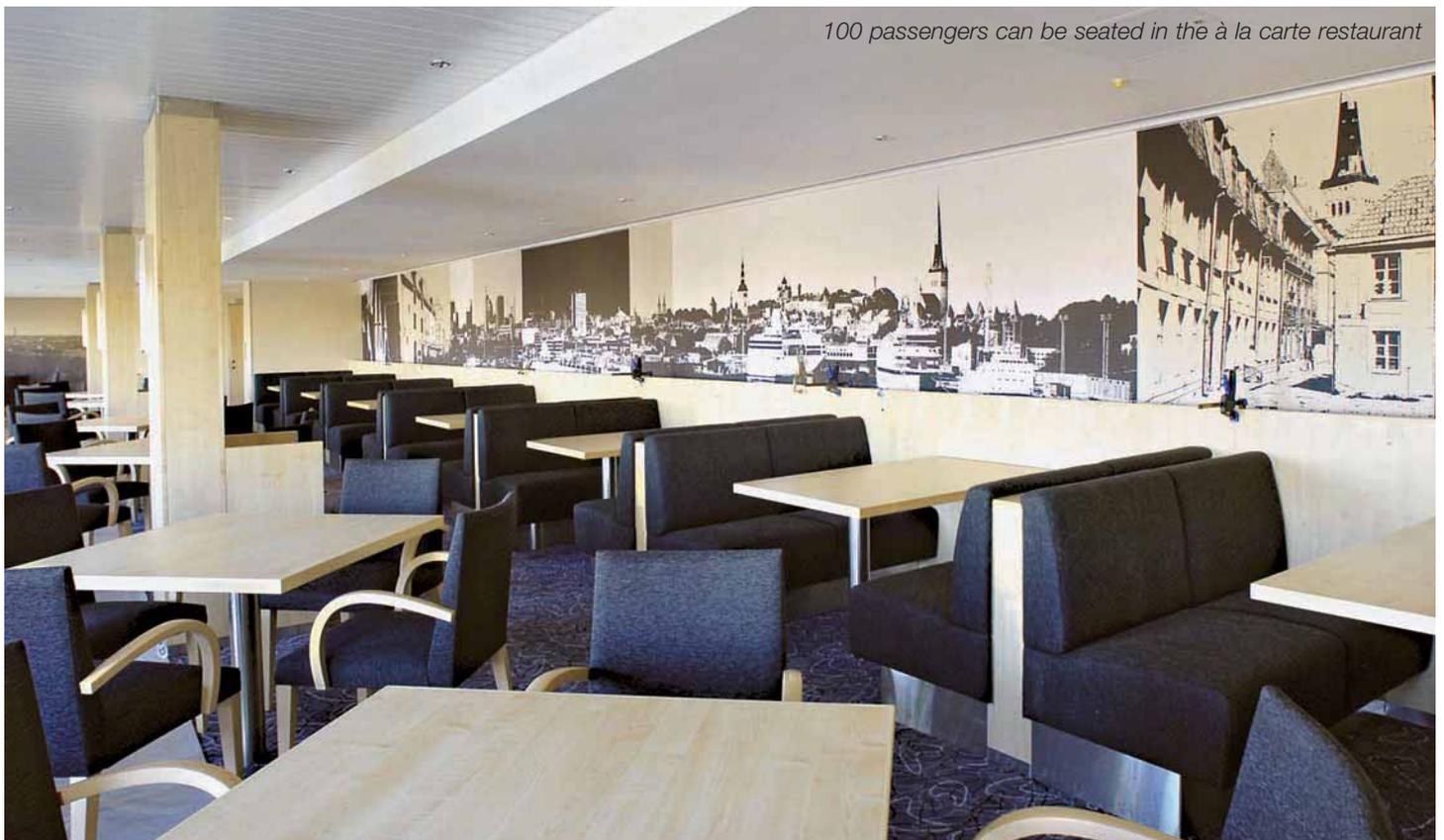
After delivering *Star*, Aker Yards' cruise and ferry order book contains a further 21 vessels, 11 of which are cruise ships and 10 are ferries. The order book includes four of the world's largest cruise vessels (Genesis class), the biggest cruise ferry (*Color Magic* for Color Line) and two of the world's largest ropax ferries (for Stena). **FT**

## OUTFIT

<b>Main engines</b>	4 x MaK 12M43C
<b>Output</b>	4 x 12,000kW at 514 rpm
<b>Auxiliary engines</b>	3 x Wärtsilä 8L20
<b>Output</b>	3 x 1,440kW at 1,000 rpm
<b>Propellers</b>	2 x Wärtsilä CP
<b>Bow thrusters</b>	2 x Wärtsilä
<b>Output</b>	2 x 1,500kW
<b>Stern thruster</b>	1 x Wärtsilä
<b>Output</b>	1 x 1,000kW
<b>Stabilisers</b>	Blohm +Voss
<b>Rudders</b>	Becker
<b>Steering gear</b>	Rolls-Royce
<b>Car deck &amp; ramps</b>	TTS Ships Equipment
<b>Fire extinguishing</b>	York Fifi
<b>Navigation system</b>	Kelvin Hughes
<b>Passenger cabin area</b>	Kaefer
<b>Passenger cabin wet units</b>	Parmarine
<b>Main galley</b>	Loipart
<b>Vacuum toilets/sewage treatment</b>	Evac
<b>Marine evacuation systems</b>	Viking
<b>Lifeboat &amp; davits</b>	Davit International



Although primarily a day ship, *Star* has a number of cabins so that short overnight cruises can be offered



100 passengers can be seated in the à la carte restaurant