

'Fly Hope'

Shiptech-designed ferry for Papua New Guinea



Designed by Singapore-based naval architects Shiptech, the ferry 'Fly Hope' was constructed by Sarawak Slipways and handed over to her owner, the Ok Tedi Development Foundation on March 1.

Ok Tedi Development Foundation is an independent company established to serve the communities affected by Papua New Guinea (PNG)'s giant Ok Tedi Mine. The foundation is mandated to build capacity and provide transport infrastructure in an effort to improve the livelihood of the river communities. 'Fly Hope' is the first in a three-boat order from the owner, with a 30-metre environmental research vessel and a 65-metre container/bulk fuel carrier also to be delivered in 2012. All three have been designed by Shiptech.

'Fly Hope' will provide transportation for passengers and light cargo along the Fly River in PNG, linking the many isolated river people between the coastal port of Daru and inland port of Kiunga at the headwaters of the Fly. Until the arrival of 'Fly Hope', no commercial passenger service had existed in the region, with all previous voyages undertaken by small outboard-powered boats. Understandably, there is great excitement and anticipation among the Fly River communities over the vessel's arrival.

Of all steel construction, the ferry was built to Lloyds Register classification +100A1 LMC SSC G3, and is licensed to carry 150 passengers and six crew. Powered by twin Caterpillar C18 diesels driving through ZF gearboxes to fixed-pitched propellers, she exceeded her contract speed in trials, achieving 12.5 knots. An

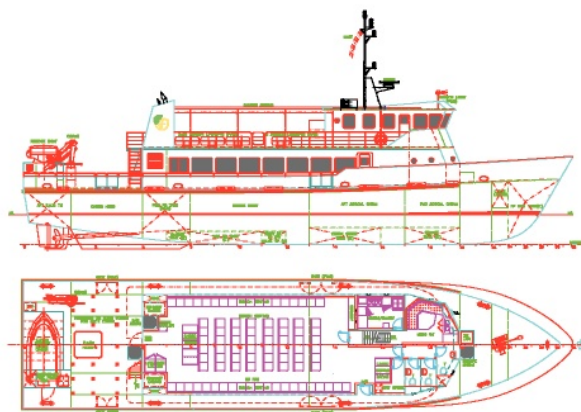
operational service speed of 10 knots at 1,500rpm returned a fuel consumption of under 50 litres per hour per main engine.

Passenger accommodation consists of bench seating on the main and covered upper deck, with air-conditioned cabins below deck for VIP passengers and crew. A separate master's cabin is situated behind the air-conditioned wheelhouse. A galley and servery situated on the main deck forward provides meals and snacks for the passengers and crew.

A feature of the vessel's systems engineering is that no river water is used directly in the cooling of machinery, due to the high turbidity of the river water. The propeller shafts turn in oil-filled stern tubes and all engines are cooled by Fernstrum gridcoolers. Air-conditioning plant is air-cooled and all engine exhausts are of the dry type. A sewage treatment plant and associated holding tanks are fitted to maintain the environmentally friendly nature of the vessel.

The relatively simple but well designed monohull vessel design was chosen not only for its lower capital cost, but also to reduce operating and maintenance costs, and the robust steel construction should cope well with the arduous nature of operating in such a remote location. 'Fly Hope' should be a great asset to the people living in the hitherto inaccessible regions of the Fly River for many years to come.

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'Fly Hope'

SPECIFICATIONS

Type of vessel:	Passenger ferry
In survey to:	Lloyds Register, SSC G3 and NSCV Class 1C
Home port:	Port Moresby, Papua New Guinea
Owner:	Ok Tedi Development Foundation, Papua New Guinea
Designer:	Shiptech, Singapore
CAD software:	Maxsurf & AutoCad
Builder:	Sarawak Slipways, Malaysia
Construction material:	Steel
Length overall:	34.55 metres
Length waterline:	32.30 metres
Beam:	8.00 metres
Draught:	2.15 metres
Depth:	3.45 metres
Tonnage:	265GRT
Main engines:	2 x Caterpillar C18 ACERT; each 356kW @ 1,800rpm
Gearboxes:	2 x ZF 550
Propellers:	2 x FPP
Generators:	2 x Caterpillar C4.4; each 60kW @ 1,500rpm
Steering system:	Palmarine PEH0732
Maximum speed:	12.5 knots
Service speed:	10 knots
Range:	1,400nm
Radar:	JRC JMA2343
Depth sounder:	Furuno FCV-620
Radios:	Thrane & Thrane, RT 5022 (VHF/DSC); Thrane & Thrane, 40510A (MF/HF)
Compasses:	Globemaster YB-500
GPS:	Furuno GP-32
Capstan/windlass:	Palmarine PEAW17.5S
Cranes:	Palfinger, PK4501M
Paints/coatings:	International Paints
Liferafts:	6 x 25-person; 2 x 6-person
Rescue boat:	Ocean Cylinder OC4500
Hold capacity:	6.5 tonnes
Deck cargo capacity:	3 tonnes
Water ballast:	23m ³
Fuel capacity:	19m ³
Freshwater capacity:	11m ³
Crew:	5
Passengers:	150