

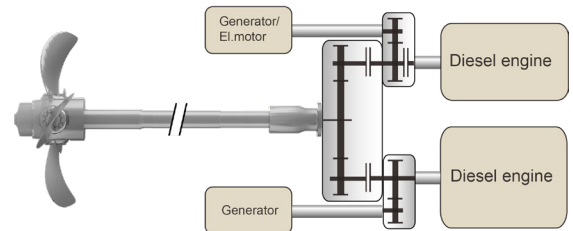
Cape Arkona

Combined vessel for trawling, potting and auto-line fishing



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Owner	Austral Fisheries Pty Ltd, Western Australia		
Shipyard	Baatbygg AS, Norway		
Hull Number	NB008		
Year Built	2019		
IMO Number	9857585		
Ship Design	Skipskompetanse, Norway, SK4260		
Class	BV Ice 1C		
Engine	Hybrid configuration father & son diesel-engines and el-motor		
Type: Diesel	Effect: 1825 kW	RPM: 1600	Hz: 45-60
Type: Diesel	Effect: 1250 kW	RPM: 1600	Hz: 45-60
Type: El-motor	Effect: 450 kW	RPM: 1800	
Install Number(s)	2268 - 2272		
Gear / Ratio	ACG TS1100 / 9,14:1 / single-screw		
PTO / PTI	1x PF500, 1xPF500 1C		
Propeller	CP95 / 3000 mm / 19A Nozzle profile		
Remote Control(s)	Brunvoll Neptune II, Triton FPT, Triton SG,		
Rudder	Van der Velden® Timon flap type rudder Steering gear: COMMANDER™		
Tunnel Thruster	Bow: Brunvoll FU-45 LTA-1225, 400kW		



Hybrid Propulsion with twin-in single-out father and son configuration

A hybrid propulsion system with loads of flexibility and redundancy. The propeller can be driven by one or more of the three power units connected to the gearbox. The father and son diesel-engine configuration can be used together for high speed transit mode or trawling, or used separate when lower speed is the required condition. Other options are to utilise the el-motor as boost, or as a separate electric mode when a low power mode is required. Redundancy is taken care of by three possible power sources.

This propulsion system allows for optimised working conditions for the propeller through out the entire power range. The diesel-engines are running at floating frequency, adding further flexibility to the system.