

Propulsion Package For Dual-Fuel Ferries Awarded to Wartsila

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Date : 13th May 2016

Finnish manufacturer Wartsila has been selected to provide the propulsion machinery packages for two new 100m dual-fuel ferries.

Wartsila manufactures and services power sources and other equipment in the marine and energy markets. Their core products include large combustion engines used in cruise ships and ferries.

Wartsila will supply each of the two ferries with two 6-cylinder 34DF main engines capable of operating on either liquefied natural gas (LNG) or conventional diesel fuels. They will also provide two auxiliary engines, gearboxes, shaft lines, seals and bearings, controllable pitch propeller systems, tunnel thrusters, the Wartsila LNGPac storage and supply system, plus extended commissioning and engineering.

Ferguson Marine Engineering Limited (FMEL) is building the two ferries at its shipyard on the Clyde, with construction underway. The first ferry is expected to be delivered in Summer 2018. Both ferries will operate on various routes on the Clyde and Hebrides network.

Background info:

- The ferries are designed to carry 127 cars or 16 HGVs or a combination of both and up to 1,000 passengers. The ships will be capable of operating across a range of drafts and speeds to meet the requirements of the current operator, CalMac Ferries Ltd, to service a wide range of ports and routes.
- The new ferries are earmarked for the Ardrossan-Brodick and the Uig Triangle routes, although the final decision on vessel deployment rests with the ferry operator and will be informed by further analysis of demand on all major routes.
- The ferries will be 'dual-fuel' vessels so they can operate on liquefied natural gas (LNG) and marine diesel. LNG is significantly cleaner and has been adopted by ferry operators in Northern Europe in response to tighter emissions regulations.
- Each vessel will enter into service following berthing trials, sea trials and crew training.