

'Xunlong 3'



Wang Tak build a Sea Speed-designed ferry

By MIKE BROWN

Sea Speed's 33-metre design is typical of the philosophy of the new generation of Hong Kong-Pearl River fast ferries: in a nutshell, not so fast.

Paul Birgan, of Queensland's Sea Speed Design, points out that nowhere in the world is insulated from the rising cost of fuel. Dozens of Australian-built ferries, with service speeds around 36 knots, have become uncomfortably thirsty for their Chinese owners who are looking for ways to reduce costs.

Another cost, and an obstacle to further purchases from Australia, is the tariff on imported vessels – between 25 and 30 percent in the case of Australia. Combining a preference for Australian design with lower local building costs, Sea Speed Design were commissioned to design, and Wang Tak Engineering and Shipbuilding of Hong Kong to build, two 33-metre ferries for the Hong Kong-Shenzhen route, the 'Xunlong 3' and the 'Xunlong 4'.

The first was completed in August.

At 33 metres overall, 'Xunlong 3' seats 232 passengers on two decks. The standard of fit-out is high, and far from basic commuter level. Seats are the Australian Beurteaux that have always been chosen for well-specified Chinese ferries. 189 are on the main deck, in the same 3-5-3 as a Boeing 747 but with the more spacious layout possible in an 8.8 metre beam. On the upper deck, half a deck below the bridge, are three VIP lounges.

Chinese owners like to maintain elements of a style through succeeding



generations of ferry to make the vessels recognisable to customers. The arched forepart of the superstructure, attractive in itself, is a customer preference.

The vessel is powered by a pair of MTU 16V 2000 engines, driving through MJP water jets, delivering a top speed of 28 knots and service speed of 26 knots. This adds ten minutes or so on to the Hong Kong-Shenzhen journey of an hour and a half by current ferries, but with a fuel saving of about 50 percent.

In one sense, that of speed, 'Xunlong 3' is a step backwards in ferry evolution, but in all practical senses she represents the way of the future. The owners are more than happy that they have a vessel that is good looking, performs well, and is giving great savings in prime and running costs.

For further information contact: Wang Tak Engineering and Shipbuilding PH: +852 2746 2888, FX: +852 2307 5500, Email: info@wangtak.com.hk.

'Xunlong 3'

SPECIFICATIONS

Type of vessel:	Catamaran ferry
In Survey to:	China Classification Society (CCS)
Home port:	Shenzhen, China
Operator:	Shenzhen Xun long Shipping, China
Designer:	Sea Speed Design, Australia
Design consultant:	CMCS Owner: Shenzhen Xunlong Shipping, China
Builder/designer:	Wang Tak Engineering and Shipbuilding, China
Construction material:	Aluminium
Length Overall:	33 metres
Length Waterline:	27.1 metres
Beam:	8.0 metres
Draught:	1.02 metres
Depth:	2.80 metres
Tonnages:	438GRT, 139NRT
Main Engines:	2 x MTU16V2000M70 at 1,050kW
Gearboxes:	2 x ZF 4540
Generators:	2 x Onan 75MDGDB at 75kW
Propulsion:	2 x MJP Waterjets MJP550DD
Maximum Speed:	32 knots
Cruising Speed:	28 knots service speed
Hydraulic Equipment:	Waterjet, windlass
Electrical Installation:	Control and alarm system for propulsion engines, electronic/navigation/system
Radars:	Furuno FR2125 (main), FR1510MK3 (slave)
Compasses:	Magnetic compass Suunto D-165, Anschutz STD-22 (Gyro compass)
GPS:	Furuno GP-150
Capstan/Windlass:	Hypac HEAW15-16
Alarm Systems:	W/H & /R's alarm and monitoring systems for propulsion engines, fire detection and alarm system
Paints/Coatings:	Hempel
Seating:	Cleemann (helmsman), Beurteaux (passenger)
Safety Equipment:	Lifebuoys, lifejackets
Life raft/s:	4 x 66 persons
Fuel Capacity:	7000 litres
Freshwater Capacity:	2000 litres
Crew:	8 persons
Passengers:	232 persons

