



# DÜZGİT GROUP DÜZGİT GEMİ İNŞA SAN. A.Ş.



## 5 x "1800pax INNERCITY PASSENGER FERRIES" "ŞH-FATİH" / "ŞH-KADIKÖY" / "ŞH-BEYOĞLU" / "ŞH-BEYKOZ" / "ŞH-SARIYER"

### FIRST SHIP BUILT IN TURKISH SHIPYARD HAVING DIESEL ELECTRIC PROPULSION SYSTEM

FIRST SET of 1800 pax INTERCITY PASSENGER FERRIES PROJECT IS CONSIST OF FIVE (5) SHIPS OF TWENTY (20) SHIPS. PASSANGER FERRIES WILL BE OPERATED WITHIN BOSPHORUS BY ISTANBUL MUNICIPALATIY FERRY COMPANY (IDO) FOR INNERCITY PASSANGER TRANSPORTATION. DESIGN OF SHIP INCLUDING ELECTRIC, POWER MANAGEMENT, AUTOMATION, CONTROL and ALARM SYSTEM HAVE BEN DONE BY LOCAL ENGINEERING. SHIPS HAVING WIDE and COMFORTABLE INTERIOR DECORATION WITH PANOROMIC WINDOWS and AUTOMATIC CONTROL A/C SYSTEM. NATURAL WOODEN FRAMES, SEATS and PARTIAL PANELS PREFERRED TO SOFTEN MODERN LINES. SHIPS HAVING 100% REDUNDANCY WITH HIGHEST MISSION READY SERVICE RATE with SAFETY, LOW NOISE and VIBRATION, HIGH MANEUVRABILITY, LOW FUEL CONSUMPTION, LOW OPERATING and MAINTAINING COSTS, LONG LIFE.

RATIO FOR THE USE OF LOCAL DOMESTIC MATERIAL, EQUIPMENT and SERVICES IS 75 %.

FIRST THREE SHIPS HAVE BEEN DELIVERED BETWEEN JANUARY to APRIL 2009. OTHER TWO SHIPS WILL BE DELIVERED WITHIN 2009.

### Vessel Particulars

Classification	T.L. + 1A5 PASSENGER SHIP CLASS D + M AUT 2 H
Built	2009
Builder or Shipyard	Düzgıt & Çeliktrans
Flag	Turkey
Port of Registry	İstanbul
Passenger Capacity	1800
Speed	13,5 Knots
Main Generators	4 x Volvo Penta 425 kWe
Emergency Generator	1 x Volvo Penta 99 kWe
Propulsion System	2 x STP 440 Schöttel Electric Driven Rudderpropeller
Bow Thruster	1 x STP 185 Electric Driven Schöttel

**Owner :** İSTANBUL FAST FERRIES CO. INC (TURKEY)

### Main Dimensions

Deadweight	250
Length (OA)	67.96 m
Length (BP)	65,23 m
Breadth	13.00 m
Depth	3,70 m
Draught	2,65 m
Gross Tonnage	747
Net Tonnage	358

### Deliveries

Between 2008 - 2009



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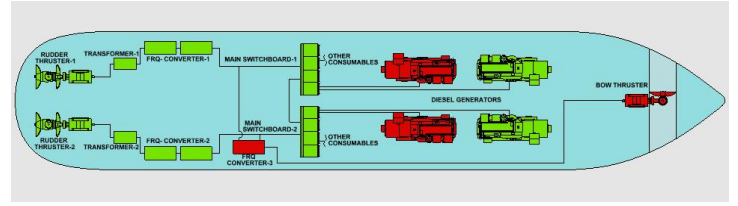
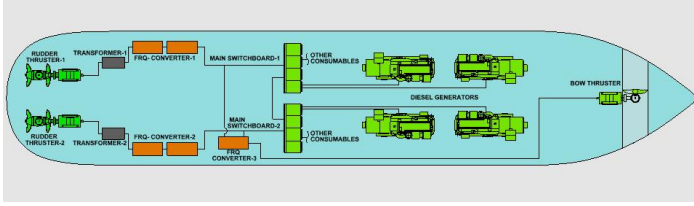
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# 5 x "1800pax INNERCITY PASSENGER FERRIES"

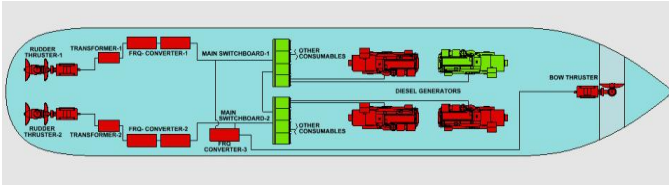
"ŞH-FATİH" / "ŞH-KADIKÖY" / "ŞH-BEYOĞLU" / "ŞH-BEYKOZ" / "ŞH-SARIYER"

## DIESEL ELECTRIC PROPULSION SYSTEM

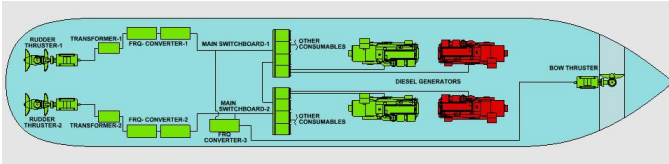


### ADVANTAGES of USING DIESEL ELECTRIC SYSTEM

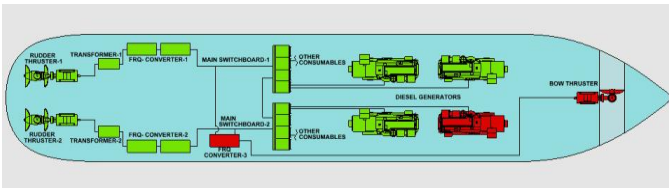
- 100% REDUNDANCY with HIGHEST MISSION READY SERVICE RATE (7/24 YEARLONG)
- PROVIDE MORE USEFULL VOLUME and SIGNIFICANT WEIGHT REDUCTION.
- LOW NOISE and VIBRATION.
- FLEXIBILITY on ENGINE ROOM and PROPULSION SYSTEMS ARRANGEMENT.
- MOST EFFICIENT SYSTEM TO FEED a WIDE SPECTRUM OF LOADS and SCENARIOS.
- EASY SOLUTIONS FOR any POWER MANAGEMENT, AUTOMATION, CONTROL and MONITORING SYSTEMS.
- IN COMPLIANCE with any PROPULSION SYSTEMS and DYNAMIC POSITIONING SYSTEMS.
- HIGH MANEUVRABILITY.
- IN COMPLIANCE with any ALTERNATIVE ENERGY SOURCES in FUTURE.
- LOW INITIAL COSTS.
- LOW OPERATING COSTS and EASY MAINTAINING.
- LONG LIFE and LOW MOVING PARTS in MAIN SYSTEMS.
- LOW FUEL CONSUMPTION.
- ENVIRONMENTAL FRIENDLY.



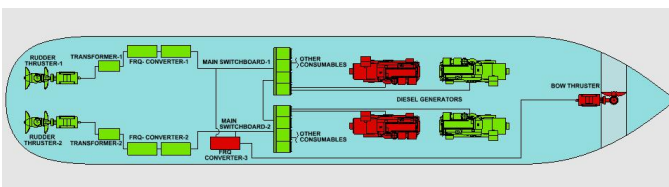
**STAND BY MODE at PIER** (one Gen-set running)  
**İSKELEDE BEKLEME DURUMU** (bir jeneratör devrede)



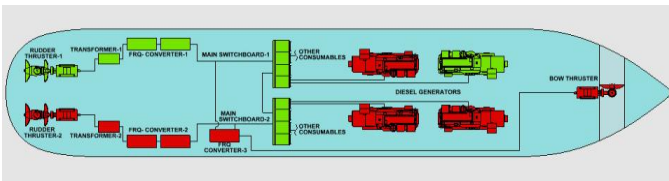
**MANEUVERING MODE** (two Gen-set running)  
**İSKELE YANAŞMA ve KALKIŞ DURUMU**  
(iki jeneratör devrede)



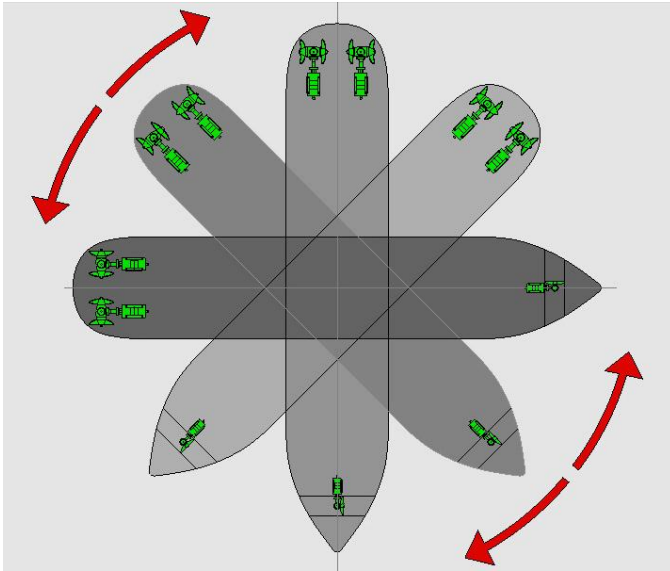
**SAILING with SERVICE SPEED** (three Gen-set running)  
**SERVIS HIZINDA SEYİR DURUMU** (dört jeneratör devrede)



**SAILING with ECONOMIC SPEED** (two Gen-set running)  
**EKONOMİK SERVİS HIZINDA SEYİR DURUMU** (iki jeneratör devrede)

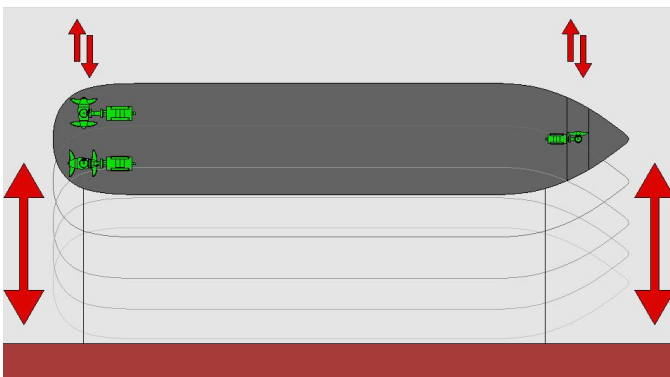


**SAILING EMERGENCY MODE**  
(one Gen-set and one or two rudderthruster running)

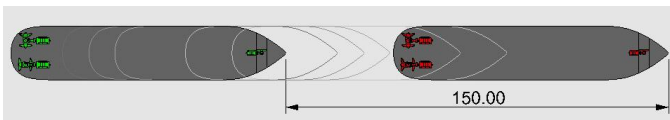


**HIGH MANEUVRABILITY**  
***YÜKSEK MANEVRA KABİLİYETİ***

**360 deg TURNING IN SHIP'S LENGTH**



**SIDE PARALEL MOVING**



**SHORT DISTANCE CRASH STOP**



**SHORT RADIUS SIDE TURNING AT FULL SPEED**