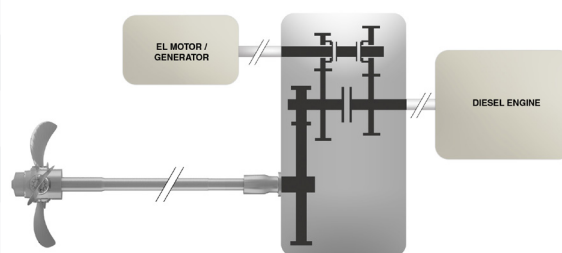


Atlantic

Longliner



Owner	Atlantic Seafish AS, Norway	
Shipyard / Hull no.	Tersan Shipyard, Turkey, NB no.: 1085	
Year Built	2019	
IMO Number	TBC	
Ship Design	Skipsteknisk Design, Norway	
Class	DNV-GL, Ice 1C	
Engine	Diesel Engine	
Type	Effect 1920 kW	RPM 750, floating frequency
Boost power:	Effect 600 kW	RPM 750
Install Number(s)	2259	
Gear / Ratio	ACG 680 PS550 2-speed, 4,16:1	
PTO / PTI	PS550 Primary/Secondary without clutch	
Propeller	CP 85, 3100 mm propeller diameter	
Nozzle	Open propeller	
Remote Control(s)	Brucon4 integrated controls for propulsion and thrusters	
Thruster(s)	Brunvoll Tunnel Thruster and Combined Retractable Azimuth/Tunnel Thruster	
Type	Position	Effect
AR 63 LNC 1650	Bow	860 kW
FU 45 LTC 1225	Stern	425 kW



2-speed Hybrid Propulsion

The 2-speed Reduction Gearbox is a fully integrated system to provide the option for two steps of different propeller speeds in a diesel mechanical or hybrid configuration.

In step one the propeller is running at high rpm at full speed from the diesel engine. Step two is designed for an operation mode demanding reduced energy to the propeller. In step two the available power is divided between the propeller and the PTO unit serving energy to the ships electric system for utilisation at other consumers.

This propulsion system is also designed for boost mode and for electric propulsion as one of the main working conditions.

A hybrid system configuration is a fuel efficient and flexible system, with high redundancy. The zero-pitch loss is reduced to a minimum, and the vessel can achieve considerable fuel saving.

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Brunvoll Combined Retractable Azimuth / Tunnel Thruster

The ultimate multi tool.

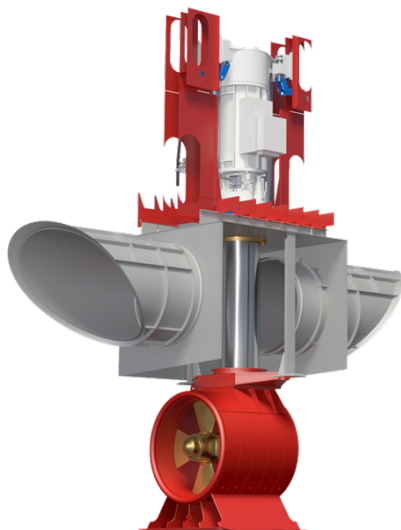
Excellent manoeuvre capabilities during line hauling in moonpool in rough sea and strong wind, in order to keep the vessel in position.

The combi thruster function as a conventional tunnel thruster in upper position and as an azimuth thruster for 360° operation in immersed position.

The azimuth thruster is typically used during searching and for effective manoeuvring when loading the catch, and in case of an emergency situation.

Increases efficiency as peak shaving during operation in combination with main propeller.

Redundancy as power take home (PTH-mode).



Brunvoll Integrated Bridge control system for propulsion and manoeuvring