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INLAND WATERS PASSENGER BOAT

Interior and exterior design and naval architecture :	Stirling Design
Yard :	Alu Marine
Lenght overall :	19,70 m / 64'63"
Waterline lenght :	18,25 m / 59'87"
Overall beam :	5,80 m / 19'02"
Moulded beam :	5,60 m / 18'37"
Overall draft :	1,20 m / 3'93"
Cruising speed :	6,5 kts
Engine power :	80 hp
Passengers :	70 seats (Transport version) 44 place settings (Restaurant version)
Navigation program :	Inland waterways 4th or 5th category

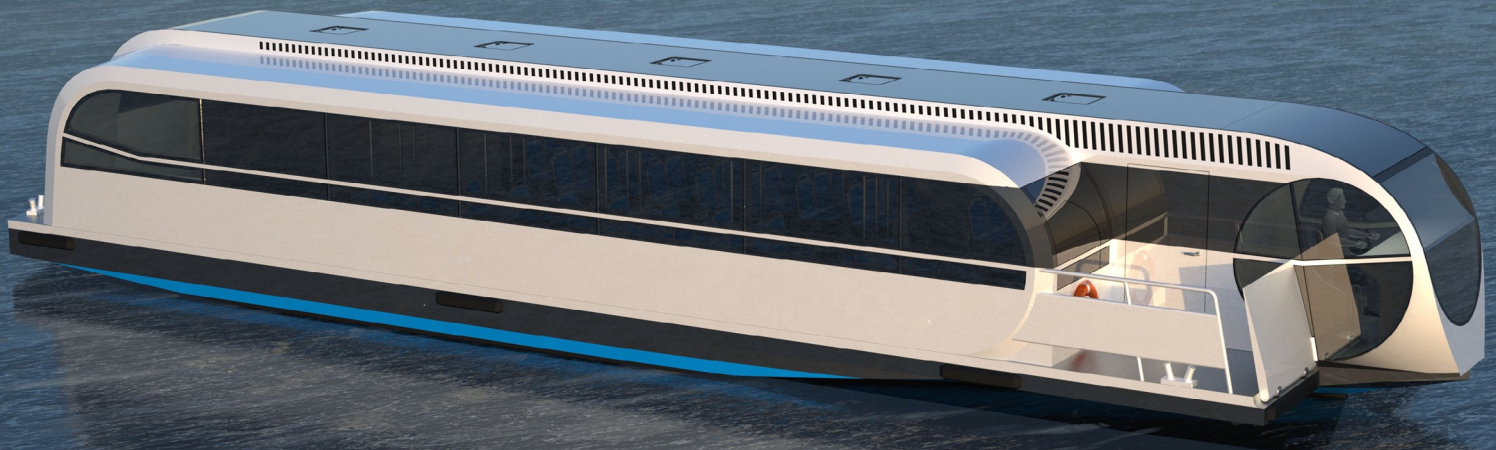
Having received the commission for a passenger transport double-ender for the Dutch market - Stirling Design International design office, in association with the Alu Marine shipyard, successfully bid for the building of an inland waterways passenger transport vessel for the city of Calais.

This new ship will be run by the urban transport network SITAC (Syndicat Intercommunal des Transports du Calaisis), under the management of Calais Opale Bus, a subsidiary of Veolia Transport.

The boat will sail on the Calais Canal and will operate between the Citadelle and the Pont de Coulogne. The trip will take about 20 minutes to cover the four kilometres and serve the four scheduled stopovers.

This 20-metre inland waterways vessel will have the capacity to carry 70 passengers in the transport version and 44 guests in the restaurant version. The propulsion consists of a 63 kW engine, which will give an average speed of 6.5 knots.

Built in aluminium by the Alu Marine shipyard, the boat will come into service for the city of Calais in spring 2013.



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FUTURISTIC LINES

Developed by the Stirling Design International design office, the futuristic style of this waterways shuttle boat has been inspired by the most advanced train / tramway projects.

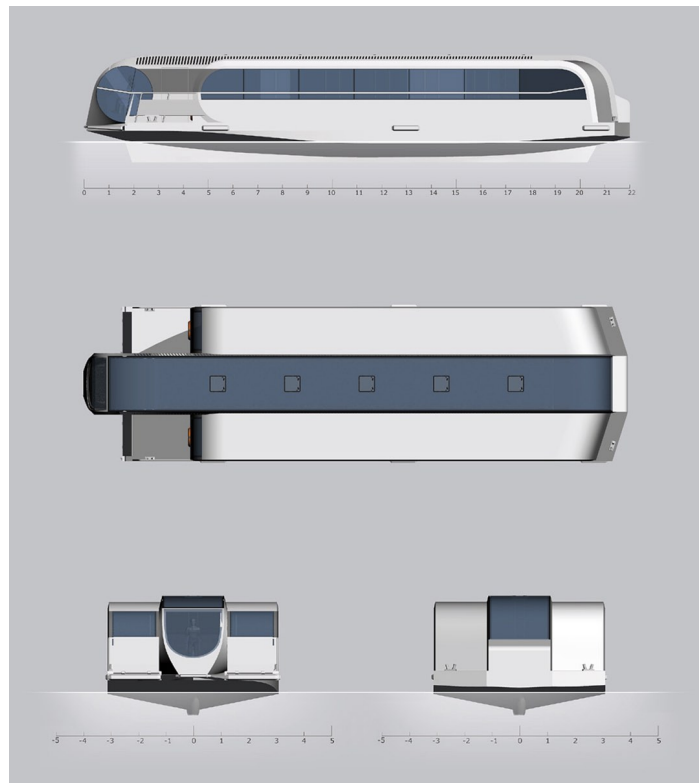
OPTIMIZED ACCESS

The main assets of the vessel lie with the boarding ramps on the bow, which perfectly conform to the applicable accessibility standards and with the simplified berthing facilities that shorten the time and reduce the fuel consumption during the manoeuvring.

DUAL PURPOSE

Firstly, during the day, the vessel will transport passengers between the Calais Citadelle and the Pont de Coulogne. One of the objectives of this project is to ease the road traffic into the administrative centre of the town. Secondly, fitted with a removable floor and catering equipment, the vessel will also be available for cruises and evening receptions.

While a large number of French towns are looking to make better use of their waterways, this vessel offers a modern response to the transport of passengers in urban areas and to the development of tourism on the water.



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