



# 'ABA181'

## A ferry for West Africa from Aluminium Boats Australia

Queensland's Aluminium Boats Australia (ABA) has successfully delivered the 'ABA181', a ferry that will play a pivotal role in the creation of a marine mass transit system for Lagos and its environs in Nigeria, West Africa.

Based on a hull design by Sydney naval architects One2Three and previously used for Gladstone's LNG project, the 'ABA181' maintains international safety standards and is optimised for remote area operations.

The vessel measures 23.9 metres in length, with a beam of 6.49 metres and a draught of one metre. A pair of Scania engines, each rated for 410kW, propels the vessel via Hamilton HJ403 water jets to a maximum speed of 29 knots and a cruising speed of 22 knots.

Built to USL-NSCV 1E survey with "single compartment damaged stability" compliance, the protrusion-free hull is EPA-approved and its keel cooling system "maintains an environmental edge", resistant to both debris clogging and overside discharges.

For the 'ABA181', the establishment of the same structural, operational and safety standards that apply in other domestic passenger vessel operations around the world was an "absolute priority". Simultaneously however, operating costs – and therefore ticket prices – had to be strictly controlled.

To this end, the vessel features both port and starboard boarding areas amidships for simultaneous boarding and disembarking, combined with conveniently placed baggage stowage for both procedures.

With a focus on utility and economy over comfort, natural ventilation in the cabin is abundant via roof hatches and vertical sliding windows, thereby removing the necessity for air conditioning and a generator. At day's end, cleaning is a hose-out operation, with abundant scuppers in the cabin and Beurteaux aluminium seating for durability and resistance to fire hoses.

Though Aluminium Boats Australia are a company dedicated to the quality construction of series production vessels, the company "feels it is important to maintain the ability and enthusiasm to create custom craft like the 'ABA181'".

With this craft, ABA is focusing on the utilisation of systems and components that are consistent with straightforward maintenance, comprehensive spare parts inventory, and back-up support networks and training – all services that ABA diligently offers its customers.

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### 'ABA181'

#### SPECIFICATIONS

Type of vessel:	Passenger ferry
In survey to:	USL/NSCV 1E
Home port:	Lagos, Nigeria
Owner:	ABA Maritime Assets
Operator:	ABA Global
Designer:	One2Three Naval Architects, New South Wales
Builder:	Aluminium Boats Australia, Queensland
CAD software:	AutoCAD/Maxsurf
Construction material:	Aluminium
Length overall:	23.9 metres
Beam:	6.49 metres
Draught:	1.0 metres
Depth:	1.95 metres
Displacement:	48.0 tonnes (fully loaded)
Main engines:	2 x Scania D113; each 410kW @ 2,100rpm
Gearbox:	ZF500 1.237:1
Propulsion:	Hamilton Jet HJ403
Steering:	Hamilton Blue Arrow
Maximum speed:	29.0 knots
Cruising speed:	22.0 knots
Range:	750nm
Electronics supplied by:	Ultimate Marine Solutions
Radar:	Simrad
Depth sounder:	Simrad
Radio:	Icom
Autopilot:	Simrad
Compass:	Silva
GPS:	Simrad
Plotters:	Simrad
AIS:	Class A
Other electronics:	Current Corp Night Vision, Intercom and loudhailer
Winches:	Muir
Paints/coatings:	Jotun, Orca Maritime Vinyl (Planet Wrap)
Windows:	G.James Glass
Liferafts:	9 x 24-pax carley float
Fuel capacity:	4,000 litres
Fuel consumption:	120 litres/hr
Freshwater capacity:	100 litres
Crew:	3

