



SHESTAKOV

Yacht Sales

HIGH SPEED PASSENGER FERRY – MIDSHIP



Builder:

MIDSHIP

Model:

High Speed Passenger Ferry

LOA:

98' 0" (29.87 m)

Min Draft:

20' 6" (6.25 m)

Beam:

23' 0" (7.11 m)

Max Draft:

20' 6" (6.25 m)

Cruise Speed:

31 kn / 35.67 mph

Max Speed:

35 kn / 40.28 mph

Water Capacity:

600 Gallons

Fuel Capacity:

2000 Gallons

Total Heads:

2

Hull Material:

Aluminum Yachts

If you would like to buy a yacht **HIGH SPEED PASSENGER FERRY – MIDSHIP** or would like help, please call +1(954)274-4435 or visit shestakovyachtsales.com

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OVERVIEW

Represented by Andrey Shestakov at Shestakov Yacht Sales, the High Speed Passenger Ferry built by MIDSHIP is a purpose-designed, high-speed vessel engineered for efficient passenger movement. Classified in our system as a motor yacht and constructed on a rugged aluminum hull, it pairs fast transit capability with practical operational capacity for dependable commercial service.

Selecting a High Speed Passenger Ferry

Deciding on the High Speed Passenger Ferry revolves around required transit speed, vessel footprint, and operational practicality. With a standard cruise of 31 knots and a top-end of 35 knots, driven by triple MTU inboard diesels, plus significant fuel and freshwater reserves, the design is aimed at operators who need quick turnarounds. The 98 ft LOA and 23 ft beam give a secure, stable platform, while the aluminum construction balances longevity with lower structural weight. Consult with Andrey Shestakov and the Shestakov Yacht Sales team to match these core capabilities to your route profile and port limitations.

Features of the Model

- High-performance propulsion package: three MTU inboard diesel engines delivering consistent, repeatable high-speed performance.
- Designed cruise of 31 knots with up to 35 knots maximum for routes where time is critical.
- Durable aluminum hull and aluminum deck offer commercial-grade strength and long-term value.
- Passenger-oriented layout that includes 2 heads to support service

operations.

- Substantial onboard reserves with 2,000 gallons of fuel and 600 gallons of freshwater.
- Classified as a motor yacht within our brokerage listings.

Technical Specifications

- Length Overall (LOA): 98 ft (29.87 m)
- Beam: 23 ft (7.11 m)
- Draft (min/max): 20.505 ft (6.25 m)
- Cruise Speed: 31 kn (35.67 mph)
- Maximum Speed: 35 kn (40.28 mph)
- Engines: 3 x MTU, Inboard, Diesel
- Hull: aluminum hull
- Deck: Aluminum
- Heads: 2
- Fuel Capacity: 2,000 gal
- Fresh Water Capacity: 600 gal

Pricing and Ordering

Price and availability are provided upon request. Reach out to Andrey Shestakov at Shestakov Yacht Sales to review current market listings for the High Speed Passenger Ferry by MIDSHIP, schedule inspections, and coordinate surveys and transfer logistics.

Questions and Answers

Q: What are the key performance figures of the High Speed Passenger Ferry? A: It achieves a **cruise speed** of 31 kn (35.67 mph) and a **maximum speed** of 35

kn (40.28 mph) powered by triple MTU **inboard diesel** engines.

Q: How is the vessel constructed? A: The ferry is built with an **aluminum hull** and an **aluminum deck** , and it is cataloged under the **motor yacht** classification in our system.

Q: What are the principal dimensions and draft? A: The **LOA** is 98 ft (29.87 m), the **beam** measures 23 ft (7.11 m), and the **draft (min/max)** is 20.505 ft (6.25 m).

Q: What onboard capacities support operations? A: The vessel carries **2,000 gal of fuel** and **600 gal of fresh water** , and is equipped with **2 heads** to service passengers and crew.

Q: How can I proceed with purchase or inspection? A: Contact **Andrey Shestakov** at **Shestakov Yacht Sales** to obtain pricing, confirm availability, and arrange inspections for the High Speed Passenger Ferry by MIDSHIP.

Owner Experience Review

Operators deploy the High Speed Passenger Ferry from MIDSHIP on intensive commuter services and day-trip routes, including Seastreak runs between New Jersey and New York City. The design supports Subchapter K operations for up to 600 passengers and has been adapted for private passenger transport and charter; brokerage records also show BVI-registered commercial examples sold turnkey.

The vessel's behavior on the water reflects its high-speed catamaran ancestry. Incat Crowther-designed sister ships built at MIDSHIP have recorded speeds exceeding 38 knots when fully loaded during trials, while a brokered 1981/updated unit (Dream Star) lists an approximate 31-knot cruise and roughly 35-knot top speed—illustrating how age, refit scope, and engine configuration influence actual performance. Owners commonly report a

stable, relatively soft ride and efficient high-speed running typical of power catamarans, though published notes warn of possible tunnel-slap and bow-sneeze under certain sea states and RPM ranges.

Focus on cabin comfort has been prominent: operators note added insulation around engines and jet rooms and the use of insulated glazing to reduce noise, vibration, and window fogging, with one operator/press source calling it “the highest level of interior finish of any high speed ferry ever built.” Refit records show thorough modernizations—new seating, updated electronics, and refreshed running gear between 2017 and 2018 on older hulls—while routine maintenance tends to concentrate on engines and repowers. MIDSHIP has provided repower and service support for Seastreak since about 2011, earning praise from operators, and there is no ubiquitous fleet design failure reported; most concerns are specific to individual vessels.

Pros and Cons

- Proven high-speed capability, with sister ships constructed at MIDSHIP surpassing 38 knots when fully loaded.
- Passenger areas benefit from enhanced acoustic insulation and insulated glazing, and operators praise a premium interior finish.
- Adaptable for commuter services, 600-passenger tourist operations, and private charter applications.
- Catamaran configurations can be susceptible to tunnel-slap or bow-sneeze in particular sea and RPM conditions.
- Older examples commonly require significant engine overhauls or complete repowers before resale.
- Real-world performance varies depending on hull design, engine fitment, and service history (for example, roughly 31–35 kn for an updated 1981 unit versus >38 kn on sister ships).

Comparison with Other Models

Model	LOA	Beam	Draft	Speed (Cruising/...	Gross...
High Speed Passenger Ferry	98' 0" (29.87 m)	23' 0" (7.11 m)	20' 6" (6.25 m)	31 kn / 35 kn	

SPECIFICATIONS

LOA:

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Beam:

23' 0" (7.11 m)

Cruise Speed:

31 kn / 35.67 mph

Water Capacity:

600 Gallons

Total Heads:

2

Hull Material:

Aluminum Yachts

Engines:

3

Engine Type:

Inboard

Min Draft:

20' 6" (6.25 m)

Max Draft:

20' 6" (6.25 m)

Max Speed:

35 kn / 40.28 mph

Fuel Capacity:

2000 Gallons

Deck Material:

Aluminum

Manufacturer:

MTU

Fuel Type:

Diesel

GALLERY











CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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