

**Guillaume de Normandie**  
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# Introducing Guillaume de Normandie (ship in summary)

## ***Fleet renewal draws to close with arrival of Brittany Ferries' second hybrid ship***

Bienvenue Guillaume de Normandie, the newest member of the Brittany Ferries family. She's a hybrid ship that will proudly fly the French flag and be crewed by French seafarers.

Her first commercial sailing takes place on Friday 18 April 2025. Passengers on the company's busiest Portsmouth to Caen (Ouistreham) route are promised a voyage of comfort and style in the years ahead.

Her arrival will mark the end of the largest investment in fleet renewal in Brittany Ferries' history: five new ships will have joined the fleet between 2020 and 2025.

Of these, Guillaume de Normandie will be the second new LNG-electric hybrid. Like her sister Saint-Malo (first sailing 12 February 2025), this cleaner, greener vessel will serve as a love letter to the region that bears her name. That means accents of Normandy everywhere on board, a floating homage to a region steeped in history, rich in arts and culture, and renowned for its fantastic cuisine.

In terms of power, her hybrid drivetrain promises lower emissions at sea, thanks to cleaner liquefied natural gas (LNG). She will switch to electric power when entering Portsmouth Harbour and while manoeuvring at quay, promising zero emissions (and peace) for those living and working around the great waterfront city.

The final piece of the sustainable jigsaw will follow - with shore power connections.

Guillaume de Normandie's arrival precedes the completion of electric installation work in Portsmouth International Port by a couple of months (and in Ouistreham by a couple of years). The project called Sea Change involves a number of Portsmouth partners and is supported by government ZEV funding.

When complete, there will be no need for ships to run engines while alongside. That's because onboard systems will be powered by direct connection to shore. Furthermore, ships' batteries can be re-charged ahead of departure from Pompey.

Beyond the innovative hybrid drivetrain and plug-in capability, Guillaume de Normandie will launch a number of new concepts and services for passengers, including Couchette Plus lounges. These present a new way of travelling at a more accessible price.

There will also be a new dining concept, called the Café du Port, serving freshly baked French pastries each morning, a delicious, olfactory complement to the visual treat present by Normandie-based art.

Of course, Guillaume de Normandie will benefit from the same spacious cabins (with super comfortable mattresses) as other new ships, with and an exclusive club lounge. Throughout the ship, passengers will feel that they have arrived on the shores of Normandy the moment they step on board.

What other improvements can passengers expect, compared with the ship she replaces (Brittany Ferries Normandie launched in 1992)? Just like Saint-Malo, comfort and accessibility come as standard.

Her spacious garage makes entry and exit from cars and lorries easier even for those with mobility problems. Guillaume hosts 10 decks with wide-open spaces and 220 cabins (including luxurious commodores and allergy-friendly cabins) to carry a maximum capacity of 1,300 passengers. Twenty-one of her cabins will be pet-friendly.

## Technical Specifications

Length	194.7 metres
Breadth	27.8 metres
Draught	6.6 metres
Gross tonnage	36,668 UMS
Decks	10
Passenger decks	5
Speed	23 knots
Passenger capacity	1,300
Crew	100
Passenger cabins	220 + 2 couchette plus lounges
Pet friendlies	21
Vehicle capacity	2.219 km truck lanes
Engines	2

## Designed for Portsmouth-Caen

The route served by Guillaume de Normandie is the most popular line in Brittany Ferries' network. More than 50% of passenger traffic (around 1.1 million passengers per year) and 78% of freight volumes sail on Portsmouth-Caen.

Making way for the new ship is the oldest vessel in the Brittany Ferries fleet, Brittany Ferries Normandie (1992). Guillaume will join Mont-St-Michel (2004) from April 2025, with the pair marking three departures a day from Portsmouth.

But the arrival of the new ship is not just about serving existing customers and replacing aging tonnage. Careful planning has gone into her design to meet ambitious growth targets set by the business.

By optimising accommodation and services on board, Brittany Ferries hopes to welcome 15,000 more passengers and 5,000 additional freight units per year. New catering concepts and a wider range of cabin types have been designed to meet the expectations of a highly eclectic clientele, travelling on both day and night crossings.

In addition, a larger garage (car and truck decks) will accommodate all types of motorised vehicles. That means everything from campervans to towed vehicles and motorbikes, as well as offering excellent capacity for freight customers all year round.

Revealing beautiful destinations is what Brittany Ferries is all about. It's no surprise therefore that the ship will be a shop-window for the Normandy region, following close partnership with regional and departmental tourist offices in her conception. From April to mid-July and in the autumn (so-called shoulder seasons), the aim is to boost tourist traffic by ten percent.

## Plug-in hybrid, just like a car

Guillaume de Normandie is analogous to a plug-in hybrid car. She is powered by cleaner liquefied natural gas (LNG), by batteries or a combination of the two. Furthermore the ship is plug-in ready. that means systems can be powered from the national grid when at quay, rather than by gas-fed engines. Batteries can also be re-charged during calls.

When shore power is available on both sides of the Channel, Guillaume de Normandie promises an overall greenhouse gas emission reduction of around 25%. About 10% of that comes from LNG at sea, a fuel that burns more efficiently than diesel. A further 15% reduction comes from turning engines off when plugged-in at quay.

Air quality pollutants like soot, NOx and SOx are cut to almost zero. In fact the ship will be entirely zero-emissions entering Portsmouth Harbour, during manoeuvres, at quay and when departing the city.

Guillaume de Normandie's propulsion system is identical to that of its sister ship, Saint-Malo. The ship is equipped with two Wärtsilä main engines of 13,740 kW each and electric propulsion motors of 4,800 kW powered by batteries. Guillaume de Normandie is also equipped with three LNG generator sets, each rated at 1,680 kW.

A large charge can be drawn during port calls and stored in batteries for use during departure and arrival manoeuvres. Battery capacity on the Guillaume de Normandie is 11.2 MWh, the largest of any hybrid ship operating in British waters.

## Efficient dynamics and better seakeeping

Operating a large ferry at low speed generally means poor engine efficiency. This is a reality for voyages at night on long stretches of water, such as those served by Brittany Ferries. One solution is to stop one of the two engines, as two in service creates significant over-consumption. The problem with this is that stopping one engine also stops the propeller it serves. That has the effect of creating drag (braking) below the water line.

However, Guillaume de Normandie can operate efficiently even at low and medium speeds. That's because a single combustion engine directly drives the propeller to which it is coupled and the second propeller via an electric motor. Thus, one combustion engine operates two rotating propellers, optimising energy and reducing drag even at low speeds. Efficient propulsion coupled with hybrid technology reduces fuel consumption, and therefore atmospheric emissions, of up to 15% when compared with a conventional vessel.

Innovative hybrid technology also makes it possible to optimise fuel consumption of natural gas engines. This point of 'optimal operation' (the lowest consumption in relation to the highest power output) tends to occur at higher engine loads. So, when engine load is low power can be increased to charge the batteries. Electricity stored in batteries can then be reused if additional power is required further down the line.

### **Better sea-keeping**

Modern ships like Guillaume de Normandie benefit from a long, slender hull. This supports better hydrodynamic performance. Friction-reducing silicone paint applied to the ship's hull smooths its passage through the water, also reducing fuel consumption and atmospheric pollution. Anti-roll stabilisers promise passengers a comfortable crossing even in rougher seas.

Three bow thrusters improve maneuverability in all weather conditions. Two have a power output of 2,400 kW: the third develops a power output of 600 kW. The vessel is equipped with an intelligent panoramic camera system that affords the bridge a 360 degree view of the ship, which helps with maneuvering at low speed in port.

### **Liquefied natural gas - storage**

Stored on board in two tanks of 550 m<sup>3</sup> each, at around -150°C in liquid form, natural gas gives ships about one to two weeks' operation, depending on the sailing schedule. The benefits of the fuel are particularly obvious when considering funnel emissions. Sulphur Oxides (SOx), Nitrogen Oxides (NOx), as well as particulates are virtually eliminated. Alongside unsightly funnel smoke. So Guillaume de Normandie will be a much better neighbour to those living and working around ports.

What's more, in gaseous form, LNG requires no purification. As a consequence there is no oily waste to be recycled on land. Another advantage is that, for the same mass, LNG contains more energy than conventional fuels: quite literally more bangs for your buck!

### **Biofuel trials**

The next major step in Brittany Ferries' environmental journey is the replacement of fossil fuels with fuels derived from biomass. In 2024, Brittany Ferries carried out the first tests of biodiesel and then

liquefied biomethane, fuels with a near-zero carbon footprint (from well-to-wake). Synthetic fuels, produced from renewable hydrogen, will be able to supplement decarbonised energy sources in the future.

### **Shore power in ports**

This new stage will enable ships to be connected to the grid when alongside. The capacity of the connection is of particular interest to Brittany Ferries because, in addition to a 'simple' shore connection, it will also enable batteries to be recharged on board, thus opening up the possibility of 100% electric ships.

In summer 2025, Portsmouth will be the first Channel port equipped with quayside electrification, followed by Saint-Malo and Ouistreham. When the hybrid vessel is able to connect to the quayside on both sides of the Channel in 100% electric mode, it will thus be entirely emissions-free, while alongside.

### **A more sustainable future**

In designing new ships, Brittany Ferries always looks ahead to potential regulatory challenges. LNG-fuelled vessels will require no modifications in the years ahead to meet increasingly tight environmental rules.

That means LNG-powered Salamanca and Santoña, launched in 2022 and 2023 respectively, and hybrid ships Saint-Malo and Guillaume de Normandie. All four can run on sustainable maritime fuels such as e-methane, reflecting Brittany Ferries' commitment to sustainable travel and the energy transition.

# An homage to Normandy

Brittany Ferries boasts more than 50 years' experience in transport by sea and sail-and-stay holidays. It is committed to promoting destinations, revealing hidden gems and offering passengers a cultural immersion in the regions it serves.

Guillaume de Normandie is a floating canvas for Normandy. Passengers are invited to enjoy all the ship has to offer, to discover the richness of the region at any moment during the crossing, through art, information and cuisine.

Interior spaces like cabins, restaurants and bar reveal the drama and beauty of Normandy's inland and coastal landscapes.

The reception space, located on deck 7 for example, is a hymn to the beauty of nature. It reflects the lush green of Normandy fields and bocage, the trees in spring, horses grazing in the countryside.

Normandy landscapes are also reflected in the decor of 220 cabins and their corridors. From pink flowers in spring, to grey cobblestones and the sea's infinite shades of blue and green, the full tapestry of the region abounds. Restaurants Le Riva Bella, with its seaside tones of blue and sand, and Le Jardin, with its shades of green, further evoke the richness of the land.

Art on board draws inspiration from landscapes and architecture. Perhaps unsurprisingly there's a particular focus on Impressionism. The CClub Lounge, located on deck 8, reveals the beauty of the gardens of Giverny, with an interior bathed in colours blended with touches of pink, blue and green.

Half-timbered houses are one of the unmistakable hallmarks of Normandy architecture. This is expressed in the ship's focal point : the Les Planches bar, located on deck 8:

The central glass roof features a stylised version of half-timbering and Norman facades. Under the roof, is a bar by the sea, a promenade of timber, guarded by multicoloured parasols.

The half-timbered house motif can be found elsewhere too: on carpets, cabin numbers, illuminated signs and glass walls throughout the ship.

Photography by artist Kimberly Poppe offers a sensory voyage through Normandy: remarkable places in the Manche, Calvados, Orne and Eure, and Seine-Maritime regions can be found in cabins and corridors: landscapes, shown from the angle of the emotion and impression inspired by the beauty and diversity of the region.

Every interior and exterior cabin features a photo of the gardens of Giverny, a tribute to one of the most famous impressionist paintings by Claude Monet. Six luxury cabins and 32 Club cabins are named after a remarkable place in the region.

The Destination Normandie area is the place to learn more. Six interactive tablets provide access to regional tourist content: experiences, tours, places and visits for all ages. Content has been developed in collaboration with the region's tourism offices and départements, showcasing Normandy as a destination. The aim being to surface hidden gems, and to persuade travellers to experience the joyful diversity of the region.

## On-board services - an enriched experience

Brittany Ferries is proud to be an award-winning ferry operator\*. The company follows carefully latest trends in cruising, hotels and catering to ensure that everyone, from families to friends, solo travellers and those in groups, enjoy a premium experience.

Guillaume de Normandie introduces new concepts like in-cabin VOD (Video on Demand). As well as TVs in cabins, VOD is also available on personal smartphones or tablets, in all public areas. The service includes access to French and British television channels, over 40 films in a variety of languages and a selection of French and British newspapers and magazines.

*\*British Travel Awards in 2022, 2023 and 2024,*

### **Cabins:**

All cabins come with en-suite bathroom, air conditioning and high-quality bed linen and towels. Comfort is assured, thanks to beds that are either 90 or 160 cm wide (80 cm for fold-down berths)

But there's more than just standard. Luxury, for example, comes courtesy of Commodore suites with private terraces. 'Allergy-friendly' cabins with vinyl flooring and cabins are available for those who need them. Couchettes Plus lounges offer a more economical way to travel for the cost conscious or schools group.

### **What's a Couchettes Plus?**

There are two Couchette Plus lounges on the ship, each equipped with 39 berths that offer unbeatable value to travellers. Berths are arranged in alcoves of four, each with a privacy curtain, individual lighting and storage locker.

The price of the Couchette Plus includes access to a lounge equipped with sofas, armchairs and TVs, as well as hot drinks and snacks dispensers, a water fountain. And of course, VOD for Smartphones. WiFi access too.

### **Pet friendlies**

To meet growing demand, Brittany Ferries now offers pet-friendly cabins on seven ships. Guillaume hosts 21 of these, specially equipped with vinyl flooring for those travelling with their dog, cat or ferret. There is direct access to an outdoor walkway for exercise and cabins come in Commodore, disabled and classic configurations (exterior and interior).

### **Fine dining**

Guillaume de Normandie continues the gastronomic excellence for which the Portsmouth – Caen route is renowned. The pleasure of taking the time to dine on departure, to enjoy breakfast on arrival or lunch on return from Normandy, is one of the key moments of any voyage. The ship indulges this special experience, and offers three restaurants to suit all tastes and budgets.



Le Riva Bella, for example, is a large brasserie with 345 seats and sea views. It offers a menu of fine French dining. The menu changes with seasons, featuring local produce. And of course, a carefully curated list of French wines complementing any meal.

Self-serve option Le Jardin (133 seats), is Brittany Ferries' new concept. It serves snacks and hot dishes at the counter, to satisfy both small and large appetites. The trendy Café du Port coffee-shop-come-bakery is open on the portside lounge with 30 seats and tempting aroma of freshly baked goodies.

### **The CClub lounge**

Located at the fore of deck 8, with panoramic sea view, this is an exclusive 100-seat lounge option open during day crossings. Its comfortable sofas and armchairs offer a quiet place with an intimate atmosphere.

Access to the lounge is available throughout the crossing. On the menu: sweet and savoury snacks, unlimited hot and cold drinks, hot dishes and a choice of wines at lunch or dinner.

### **Les Planches Bar**

Les Planches bar on deck 8 is the beating heart of the ship, welcoming passengers to its light and airy space. It's like being at the seaside, on a promenade bordering beaches planted with multicoloured parasols, mixing music, dance and conviviality. Here, passengers will be swept away by a warm atmosphere, entertained by singers, musicians and magicians who take to the stage for a show. With a capacity of 236, the atmosphere is festive and fun.

But for those seeking something a little less raucous, there is a 97-seat lounge offering privacy - and a superb sea view.

## Relax – you're in good hands

Deck 10 offers relaxation and outdoor sports activities in fresh sea air. There is a large terrace, inviting you to sit back and take in the 360° view of the horizon.

For young and old, there are areas dedicated to activities and games on the theme of sea and ocean conservation.

For gym-goers there's an out-door apparatus course while *The Explorers* is an area dedicated to children under ten. It welcomes youngest visitors with activities linked to the sea and destinations. Little sailors will discover digital and traditional games for fun and for learning.

Back indoors retail therapy beckons. The boutique remains a particularly popular spot on board any ship. Whether departing in the evening or for a day crossing, shopping can be one of the great pleasures travelling to, or returning from, France.

The 250 m<sup>2</sup> boutique offers a wide range of products at Duty Free prices or at rates exclusive to travel retail. The biggest French and international brands are there to tempt, with a selection of tobacco, spirits, wines, perfumes and cosmetics, confectionery, ready-to-wear, leather goods and gifts.

The kiosk, at the shop entrance, hosts a delicatessen and selection of regional products. Stock up on gourmet gifts or prepare for an onward journey with a sandwich or snack.

*Ends*