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NEW BUILD - 35m Offshore Fast Stealth Interceptor



Listing ID - 426185

Description NEW BUILD - 35m Offshore Fast Stealth Interceptor

Date Launched BUILT TO ORDER

Length 34.80m

Beam 7.00m

Draft 1.30m

Location ex shipyard, China

Broker Geoff Fraser
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Price POA

HIGHLIGHTS

1. Designer: Lomocean Design Ltd., world reputable stealth military boat designer which has been recognized as one of the most cutting edge stealth military boat designers globally.
2. Hull material: Carbon + Kevlar + Vinyl ester + E-glass.
3. Ballistic Protection (option): side walls to reach NIJIII and windows to reach NIJIIIA.
4. Max. Speed: 52 knots at normal displacement and 1.25m wave sea condition.
5. Main Engine: 4 x MAN V2000 M94 @ 2450rpm.
6. Propulsion: 4 x ASD16.
7. Classification: CCS, RINA or any other number of IACS to be specified by user.

DESIGN PURPOSE

This 35M Fast Stealth Interceptor is designed and to be constructed to satisfy below multi-mission/purposes:

- a. Patrolling in rough sea conditions.
- b. Beaching.
- c. Landing.
- d. Disaster relief.
- e. Surveillance.
- f. Mid-range assault interception.
- g. Boarder protection.
- h. Combat operation in rough sea condition.

Main Data

LOA: 34.80 m
Hull Length: 32.00 m
Water Line Length: 30.00 m
Beam: 7.00 m
Height: (including the removable radar mast): 7.55 m
Deadrise at stern: 19 deg.
Deadrise at midship: 21 deg.
Deadrise at bow: 23 deg.
Draft: 1.30 m
Max. Depth: 3.40 m
Max. Speed (at normal displacement): 52 knots
Main Engine: 4 x MAN V2000 M94 1939KW @ 2450rpm
Gearbox: 4 x MGX 6848 SC (2.47:1)
Propulsion: 4 x ASD16

Tankage

Fuel 2 x 10,000 litres nominal
Fresh Water 1 x 3000 litres nominal
Black Water 1 x 1000 litres nominal

Max. Dead Weight

Crew and personal effects 12 @ 100kg: 1,200 kg
Fuel Main Tank 100%: 16,700 kg
Fresh Water 100% : 3,000 kg
Black Water 10%: 100 kg
Water ballast: 2,000 kg
Weapons and ammunition: 1,000 kg
Stores and spares: 1,000 kg
TOTAL: 25,000 kg

Loaded Displacement: 110,500 kg

Propulsion System*

Main Engines: 4 x MTU 16V2000 M94 (1939kW @ 2450 rpm)
Gear Box: 4 x MG 6848SC (2.47:1)
Propulsion: 4 x Arneson ASD16
Generator: 2 x Kohler 70kW, 50 Hz
Voltage / Frequency: 400 VAC, 3 Phase, 50 Hz, 4 Wire
230 VAC, 1 Phase, 50 Hz, 3 Wire
24 V DC

Performance

Sprint: 52 Knots at 95 % max engine rating (mid load condition)

Range: 420 nautical miles at 30 Knots

Trials Conditions: <Seastate 2 / air 25°C/water 22°C/hull clean

Fendering

Main fendering at gunwale will be made up from a heavy section integral with the hull and deck structures, including Kevlar/aramid reinforcement.

A crash bar with grated deck fitted for crew access will be fitted to the transom to protect the surface drives during close quarters maneuvering.

A heavy Kevlar/aramid laminate at the bow and stem area will be included to offer impact and abrasion reinforcement for bow impact events

Bollards

The vessel will be fitted with V configuration bollards solidly constructed from stainless steel with solid base foundations and under-deck stiffening.

Access Ladders

Aluminium ladders and grab handles will be fitted in way of the through deck quick release man hole deck hatches and engine room access. Aluminium ladders will also be provided for access onto the flying bridge command station. Aluminium hinging bow ladder will be attached to the fore deck accessing the corridor on the lower deck. Able to be manually operated to allow passage of personnel directly to and from the foredeck.

Mast

The mast will be fabricated from composite, integral with the deck structures

Personnel Control Device Mounting

The foredeck will be fitted with a multiple-purpose launcher and will be reinforced with solid base foundations and under-deck stiffening. A water cannon intended for personnel control purposes and capable of minimum 70m range will be mounted on the wheelhouse roof and will be powered by an electrically operated sea water pump.

OUTFIT AND FINISH

General

The accommodation spaces and bridge on the vessel will be finished to a high commercial standard. Accommodation finishing materials shall be of a simple and robust nature to minimize maintenance and to facilitate ease of clearing.

Pilothouse

All shipboard instruments will be fitted at the central helm station in a covered console fitted across the front of the bridge. The ship board systems and specific instrumentation are specified in section 7. Separate communication and navigation workstations will be provided. Four heavy duty windscreen wipers with synchronizing, wash and self parking will be fitted in the wheelhouse front windows. Additional storage areas will be provided under the console each side of the central helm station. Storage will also be provided for crew lifejackets.

Crew Accommodation

The crew accommodation will comprise of 10 bunks each with own reading light. A locker for each member of the crew will also be provided.

Officer Cabins

There will be two cabins for the officers (Captain / 1st Officer). Each cabin will include bunk type berth (aluminium base with fire proof mattress), a locker and desk (with chair)

Crew Mess

The galley will have a work bench and storage cupboards as shown in the General

Arrangement

The galley equipment will include:

Double Bowl Sink with Hot and Cold Taps

4 Burner Electric Hob with Oven

1 x Fridge

1 x Freezer

Booth type lounge seating and table is provided for crew meals, relaxation and briefing.

Interrogation Room

The interrogation room will be equipped with booth seating for suspects, a table, chair and synchronous audio and video recording equipment.

Office

The ships office includes stowage and desk space for general ships administration and monitoring of Interrogation Room recording equipment.

Gun Locker

The secure gun locker will be accessed from the aft deck and used to store small arms and ammunition.

Radio Room

The radio room will house appropriate communications equipment and is located aft of the bridge. With suitable mounting arrangement for equipment and seating for operators.

Windows

Pilothouse Side 12 mm toughened safety glass

Pilothouse Front 16 mm toughened safety glass

All windows will be non-opening type, bonded to the composite structure with appropriate adhesive.

ENGINEERING

Propulsion

Main Engines

The MTU brand engine model shall be as per the general technical specifications.

Gearbox

The Twin Disc brand gearbox model shall be as per the general technical specifications.

Surface Drives

The vessel will have Arneson surface drive propulsion as per the general technical specifications.

Shafting

Hollow steel cardan shafts with universal joints will connect each gearbox and surface drive combination. 2 x shafts to be equipped with through bulkhead water tight fittings, enabling water tight partition between engine rooms to satisfy damaged stability requirements.

Main Exhaust

Wet exhaust system with fire insulated risers, to injection elbows, with water lock mufflers. The main exhausts will exit the vessel on the outboard sides of the hull.

Auxiliary Exhaust

Wet exhaust system with water lock mufflers exiting the vessel side.

Electrical Supply

The Kohler brand generator model shall be as per the general technical specifications.

Stabiliser

A gyro stabiliser, with nominal rotation speed of 3800rpm will be installed on suitable support structure, low in the hull.

Anchor System

A 180kg galvanized high holding type main anchor with 16mm galvanized chain is to be fitted in accordance with the classification society requirements. (Plus spare anchor with chain where required under classification society requirements) The main anchor will be stowed on a through stem fitting, attached to the windlass and be ready for use. A recessed gypsy type DC powered windlass will be installed on the centre line of the vessel, with chain locker below. A spare anchor where required will be secured to the deck and shall be capable of being man-handled for deployment as required. DC powered warping drums will be fitted to the foredeck and to each after stern quarter to assist with docking operations. 4 x mooring warps will also be supplied

Controls / Instruments

A Twin Disc electronic control system for the engine and gearbox controls will be linked together in the pilothouse at the central helm position and at the flying bridge control station. The control heads will be single lever dual action with options for synchronizing. Steering will be provided by wheels mounted at the central helm position and the flying bridge control station. A main control panel will allow independent controls of each driveline, including trim of the surface drives. Running trim of the vessel will be effected by a Humphree interceptor type tab system and the 2000 litre bow ballast tank.

Noise and Vibration

A detailed torsional vibration analysis will be undertaken to ensure machinery function compliance and minimum noise and vibration excitation. Special consideration shall be placed on the structural design and engineering associated with the engine bearers and surface drive supporting structure. Emphasis shall be placed on the selection of structural details to minimize the onset of structural high frequency vibration excitation.

ELECTRICAL SYSTEM AND ELECTRONIC EQUIPMENT

Power Source

The main power supply will be from the diesel powered alternators or from the shore connection. The alternators are to be of the self regulating brushless type of enclosed ventilated drip proof construction. Interlocked main switch will be fitted to prevent paralleling of both shore and alternator power. 24 volt DC will be supplied from the onboard batteries. An AC board will be fitted in the engine room and will contain the main circuit breaker, ammeters, frequency meter and voltmeter.

Distribution

The following systems will be required

- 400V AC, 3 phase, 50 Hz, 4 wire system. Generator circuits, fire pump, anchor winch and engine room fans.
- 230 V AC, 1 phase, 50 Hz, 4 wire system. Power
- Circuits, Air conditioning, lighting, GPOs, PA system and entertainment system.
- 24 V DC circuit. Emergency lights, navigation lights, windscreen wipers, radios, radars, instruments and alarms. Every effort is to be made to balance single phase loads so that excessive imbalance of

loads on the phases is avoided. The main switch board is to be installed in the engine room and will be of front opening type. Six spare circuits will be provided on the main switchboard. The alternators are to be protected by a circuit breaker rated for overload and short circuit protection. Labels will be affixed to switches, circuits and cables.

Batteries

Six main 24 V battery banks will be fitted, one for each engine and one for each generator set. Each will consist of lithium iron phosphate batteries made into banks of sufficient capacity for engine start and DC power requirements. Radio communication sealed batteries will be fitted in wheelhouse. Emergency batteries will be fitted forward of the bridge for intermediate emergency power. Each battery bank will be charged by its own alternator and battery charger. Switching will be fitted within the engine room to provide engine starts from either battery bank.

Shore Power

50 amp outlet shall be fitted on the starboard side of the ship. A phase rotation indicator, phase sequence change over switch and main circuit breaker will be supplied for connecting the shore power

Electric Motors

Motors will be of the squirrel cage type with totally enclosed fan cooled aluminium construction, Single phase motors will not exceed 0.5 HP. Motors in excess of 1 HP are to be of the 3-phase star delta starter type. Starters, if fitted, are to be equipped with motor protection circuit breakers, over current protections and push button overload resets.

Bow Thruster

A single 24V DC bow thruster will be installed, with a nominal thrust of 350kg.

Lighting

The main cabin, crew accommodation, wheelhouse and toilet lighting will be by 24 volt DC and fitted into the deck head linings. All lighting to be of the LED down light fittings. All on board lighting and illumination will be to the requirements of the classification society and any other local standards. Exterior deck flood lighting will be by 230 volt AC. All voids will be lit. Red night lights will be fitted in the wheelhouse.

The wheelhouse, instrument panel lights and compass light will be fitted with dimmers.

The type and enclosures for light fittings and switches to be determined by the location of the installation. The following navigation lights will be fitted:- Mast head, port, starboard, stern, anchor, NUC. The navigation lights will be controlled from the switch panel in the wheel house. A selected "Police Light Bar" will be fitted to the mast.

Patrolling / Intercepting Systems

In addition to the high pressure water canon and multi purpose launcher, the following search, forensics and weapons equipment will be supplied and fitted:-

1 x Optical Monitoring Device. With a range not less than 2 nautical miles.

1 x Photoelectric Tracker

1 x Directional Acoustic Dispelling Device. With an effective distance of 300m

1 x Communication Jamming Device. With an effective range of 6000m

Navigation

The following navigation equipment will be supplied and fitted:

1 x Magnetic Compass

2 x Beidou Satellite Navigation and Positioning (Generation Two)

2 x Navigation Radar

1 x Meteorograph

1 x NAVTEX Reciever

1 x Echo Sounder

1 x Clock and Meteorological Station

1 x set of Navigation Sensors (Gyro, GPS and Log) Including integrated displays for supplied navigational equipment, including chart plotter and depth sounder.

1 x AIS

2 x Search Light with remote control in the bridge

1 x Electric Horn

1 x Voyage Data Recorder

Communication

The following communication equipment will be supplied and fitting.

1 x Shortwave Radio

1 x VHF Radio

1 x Communication Service Terminal

1 x Trucked Communication Device

2 x VHF wireless photo

1 x Maritime Satellite BGAN Station

1 x Portable Survival Radio Beacon

1 x Fixed Emergency Radio Beacon

1 x Movable Emergency Radio Beacon

1 Auto Calling System

Alarm System

The main alarm system will be a PLC system consisting of two servers PCs and two screens. This system will monitor all engines, tanks, bilges, hydraulics and power to Classification Society approval.

Emergency batteries discharge

Bilge alarm high level

Bilge pump operation

Navigation light fault

24 Volt battery failure

AC power failure

Fire alarm indication

Power steering failure

Black water tank high level

Crew Intercom

There will be a crew intercom between the bridge, crew accommodation and crew mess.

CCTV

A colour flat screen monitor will be mounted at the central helm position.

Two cameras will be mounted in each engine room.

Further cameras will be mounted to the exterior of the vessel to assist with docking operations.

PA / Audio System

A 230/24 Volt public address system will be supplied and fitted consisting on the following: 1 AM/FM radio, MP3 player, amplifier, microphone, speakers in the crew accommodation, speakers in the crew mess and speakers in the aft exterior decks.

An exterior public address system (megaphone) will be supplied and fitting, including a suitable siren

TV System

There will be an integrated TV system with DVD and HDMI connection capability. 1 x 42" Flat screen TVs on the forward bulkhead in the crew mess. TV audio will be integrated into the vessel audio system. A satellite TV receiving antenna will be mounted on the on top of the wheel house.

FIRE AND SAFETY

Fire Fighting Equipment

A 12 zone smoke and fire panel with battery back-up will be mounted in the bridge (in accordance with the alarms defined in section 7). Heat and smoke detectors will be located in accordance with the

Classification Society's specifications. There will be a fire hose and reel mounted in accordance with fire hydrant details in section 6. Portable fire extinguishers will be mounted in accordance with classification society requirements.

The main machinery spaces will be protected by independent FM200 fire extinguisher systems (or CO2 system or Aerosol fire extinguishing system). The fire smothering systems will be activated from a control station located adjacent to the forward engine access door with engine room warning strobe lights. Electronically activated "Z" fire flaps will be incorporated into the engine room air vents and activated from the control station. Engine room air in fans will have a shut down control at the control station.

Structural Fire Protection

A60 structural fire protection will be fitted to the engine room deck head, bulkheads and the hull sides to the DWL in accordance with Classification Society requirements

General Safety

The final lifesaving arrangement shall be subject to flag state approval. The vessel shall be fitted with:

- 1 x 25 person self righting liferaft (SOLAS "B" scale emergency pack) including cradle, hardware, and hydrostatic release units.
- 4 x SOLAS Life Buoys.
- 4 x SOLAS Life Lights.
- 2 x Flares red smoking.
- 105% of crew numbers of SOLAS life jackets with automatic light and whistle.
- 1 x Hand held VHF Radios.
- 1 x EPIRB.
- SOLAS Medical Kit.
- SOLAS Flares container and flares.

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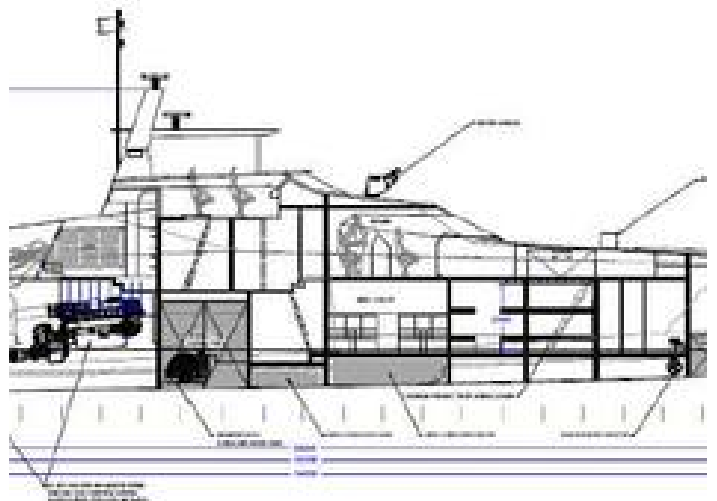
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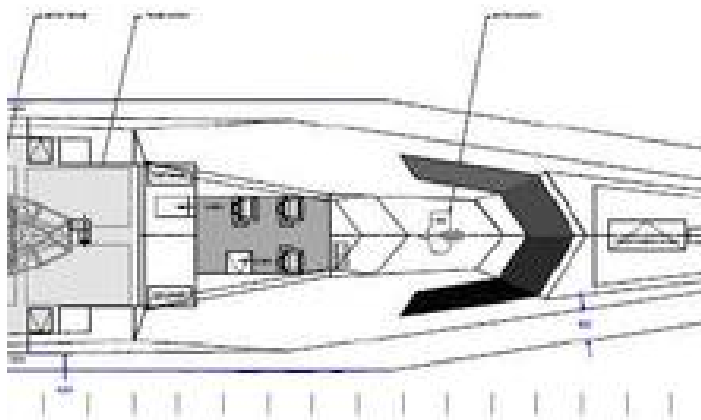
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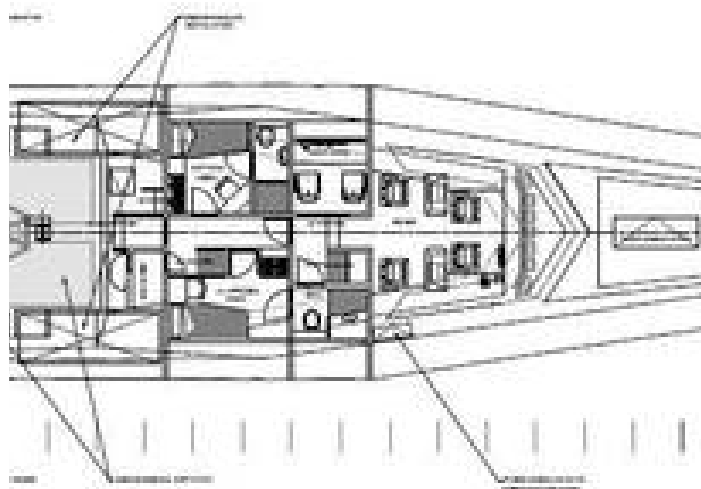
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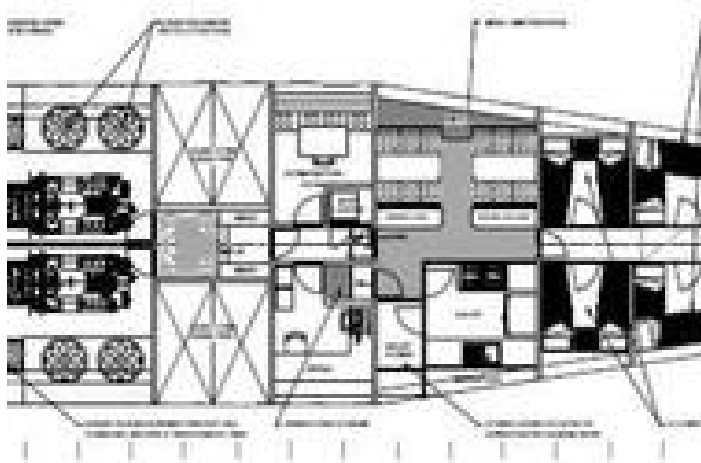
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