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2x 30m Passenger Ship



Listing ID - 4263

Description 2x 30m Passenger Ship

Date 2005

Launched

Length 30m (98ft 5in)

Beam 7m (22ft 11in)

Draft 1.9m (6ft 2in)

Note 2x MTU Engines

Location Mayotte

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Price as is, where is (ex-Mayotte, French Comores Islands) for € 2,100,000 per ship

Price Notes 1 ship can still be delivered in 2022, the second one in 2023

Port of Registry: Moroni

Flag State: Union of Comoros

Classification Society: Bureau Veritas

Date Keel Laid: 2004

Date of Delivery: February 2005

Shipyard: Ocea

LOA: 30m

Breadth: 7m

Depth: 2.7m
Draught: 1.9m
Passenger's Capacity: 245
Gross Tonnage: 169
Net Tonnage: 72
Maximum Speed: 20 knots
Fuel Oil Capacity: 9300 Litres
Fresh Water: 1500 Litres
Main Engines: 2x MTU 12V2000 M70 2142HP @ 2100 rpm
Consumption @ 16 knots 180 litres/h
Auxiliary Engines: 2x GE Marque Cummins 34 KVA & 65 KVA
Navigational Equipment: GMDSS A3

2 passenger ships which are sister ships, the GOMBESSA and CITADELLE, both ships are strictly identical.

They have been delivered in 2005 by the French shipyard OCEA, world-known as a top-level specialist of the aluminium shipbuilding (patrol boats, research vessels, passenger ships, buoy layers, etc., delivered all over the world).

Those ships, 30,00 x 7,00 m, 1,70 m draught, are propelled by 2 shaft lines, each driven by a MTU 12V2000 M70, each developing 2142 hp at 2100 rpm, which allows a maximum speed of 20 knots. They can carry 245 seated passengers, whom 142 on the main deck, and 103 on the upper deck. They have a 4 people crew, with the corresponding accommodation.

The ships are classed by Bureau Veritas: Light Ship - Fast Passenger vessel.

The radio and navigation equipment are very complete: SSAS, VDR, BNWAS, ECDIS, GMDSS A3, BLU, 2 ARPA radars. The wheelhouse and the lounges are fully air conditioned.

The owners have their own shipyard, including a dry dock, and they do by themselves all the maintenance works. I have visited them some times, and supplied them with ship equipment, i have seen the quality of the ship following up and maintenance. The ships are dry docked once a year, and have always been classed by Bureau Veritas.

Both ships are fitted with 2 enormous beaching keels, which are ideal for beaching within a wink on a concrete ramp, with only 3 wires, as shown on one of the here attached pictures.

From March 17th till July 31st, 2020, both ships have got a technical stop in Mayotte (french Comores islands). All the floors have been renewed as all the bottoms, all rooms and spaces have been treated as well as all outside.

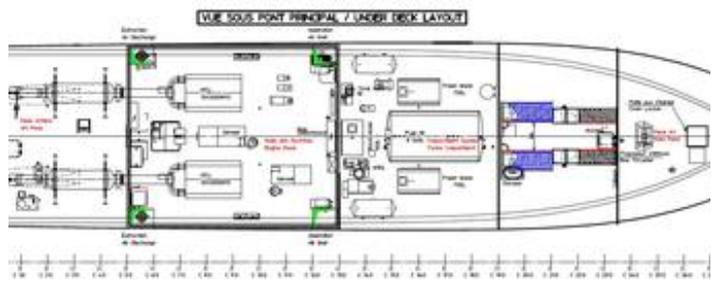
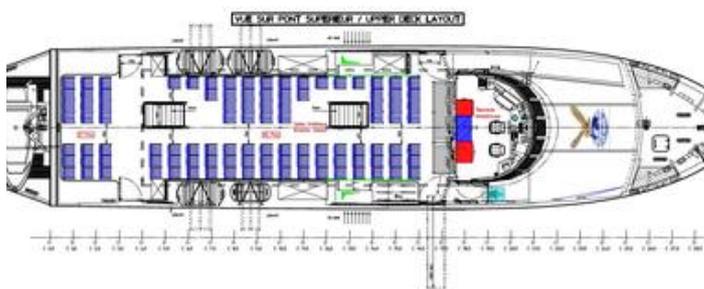
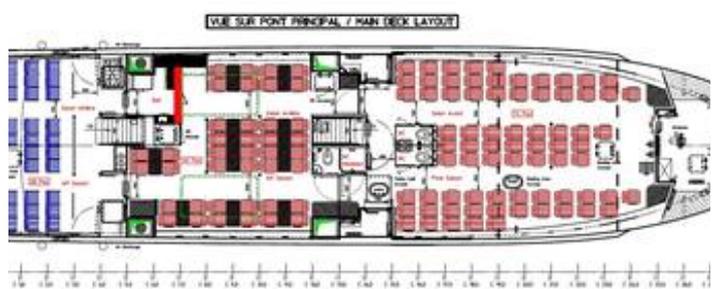
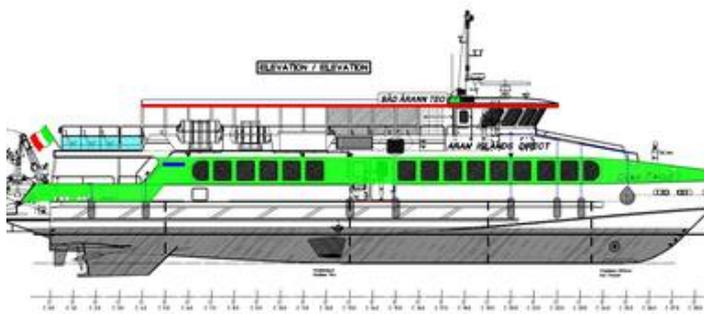
In 2021, they have got their re-classification from Bureau Veritas, and have been well refitted.

The main engines, from the delivery, have reached 25,000 running hours. They are in perfect working conditions, and they look impeccable, but they reach their administrative life end.

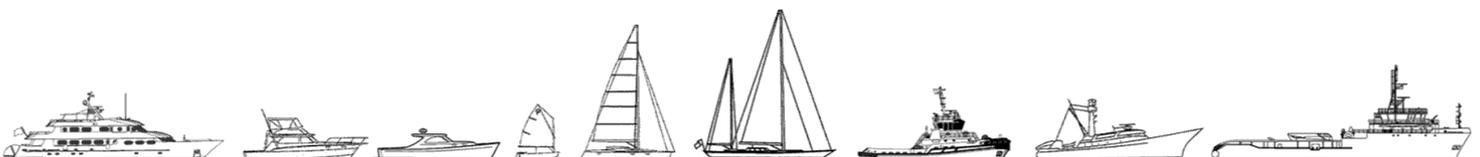
It is possible to get a 5 000 to 10 000 running hours extension, subject to a survey of one propulsion set every year, an oil analysis and a compression check.

The ships are fitted with stabilizers, bow thruster and toilet and shower for disabled people.





The details of all vessels are offered in good faith but we cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. Any buyer should instruct their agents, or their surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to sale, price change, location or withdrawal without notice.



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