



SEABOATS

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Patrol Fishery Inspection and Rescue Vessel



Listing ID - 437659

Description Patrol fishery inspection and rescue vessel

Date 2011

Launched

Length 68.70m (225ft 4in)

Beam 11.20m (36ft 8in)

Draft 3.79m (12ft 5in)

Location Spain

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Price POA

Price Notes Build price was 18m Euros.

The ship remains unused and now it is for sale the boat is completely complete and ready for service. This is an excellent opportunity to own a boat like new. It is especially prepared both for the fight against pollution and for the rescue and maritime control of areas of fishing grounds. Initially it was built in extinct shipyards that were located in the North of Spain but due to economic problems, the continuation and completion of the ship had to be negotiated in the Shipyards and Dock of another Spanish company. The ship has been equipped with the most advanced rescue at sea and stroke prevention.

PATROL FISHERY INSPECTION AND RESCUE VESSEL

The main hull and the superstructure up to and including deck 4 shall be constructed of mild steel according to drawings worked out by KEH and approved by Class and Owner. The deckhouse on deck 4, the bridge, the funnel and the antenna platform, as well as the elevated deck above the boarding boat recess have been made of aluminium alloy. As built structural drawings and calculations have been delivered to the Owner as part of as built drawings.

Speed to 100% of engine power (approx) 18 knot Total Power 3900 kW main engine

Classification

The Vessel is classed for worldwide unrestricted (DNV) with the following notation: xLA, Inspection Vessel, Ice 1C, E0, COMF-V (I)

Principal Dimensions

Length overall: 68.70 m

Length between p.p. 64.40 m

Breadth, moulded: 11.20 m

Depth to main deck, moulded: 6.30 m

Depth to officers' deck, moulded: 9.00 m

Draught lnax: 3.791 m

Draught max. bellow keel plate: 3.803 m

Light Weight: 1078.40 Ton

Displacement at max draught 1284.30 Ton

Gross Tonnage 1437 Ton

Net Tonnage: 432 Ton

Deadweight

The deadweight at fully loaded design draught in sea water with a density of 1.025t/m³ shall be 200 t.

The fully loaded condition is defined as:

Crew, stores and provision 15 T

Fresh Water 30.25 T

Ballast water in heeling tanks 0 T

Marine Gas Oil 135.08 T

Lubr. Oil, sewage & various in tanks 15.57 T

Containers with oil containment booms 10 T

Deadweight total: 205.9 T

Capacities

Consumables and Ballast Water

Marine Gas Oil 160.4 m³

Fresh Water 31.2 m³

Lubricating Oil 3.2 m³

Sewage 11.4 m³

Ballast water in fore and aft peak tanks 73 m³

Heelins tanks 43.8 m³

Complement

The Vessel was built for a crew of 9 people plus 3 extras.

Cargo Hold and Oil Containment Booms

For handling of oil boom and working boat - see section 3330- the following equipments have been supplied and installed by SP Consultores:

1 off aft gate uppermost opening comprising by main section plus two off hinged arms fitted to the hull structure. The main section dimensions 3.9m high by 4.4 m wide. The security of the gate in closing position is via hydraulic pistons.

Two off sliding hatch covers, one superposed, covering the oil boom and lifting platform well.

The lower hatch is weather tight, upper one is designed and built to support a load equal to a weight of working boat maker NORSAFE type Magnum 750LC, with maximum weight of 3020kg without crew.

Main dimension of each hatch cover panel:

Length 5m

Beam 4m

For displacement of hatches electric motors s/1a, gear boxes etc. have been supplied by Ferri as follows:

- 1x Electric motor.
- 1x Electric cabinet with starter.
- 1x Control panel plate 2 pushbuttons (and an emergency stop) is integrated on deck control stand.
- 1x Reduction gear.
- 2x Shafts front reduction gear to the pinions.
- 2x Pinions.
- 2x Wheels with pinions and regulations shafts (to change from the ones supplied by S & P).
- 1x Frame welded to the inside of the lower hatch cover.
- 2x Racks bolted to the rail welded to hatch coaming
- 2x Bushings for the lateral shaft output of the hatch cover (regulated distance)
- 1x electric hose chain guide.

Deck Crane

One inshore auxiliary crane has been supplied and installed starboard as shown in GA. Plan.

The crane maker TRIPLEX model KN-50/3 .016.0117013012

Reduction Gear

2 off Reintjes make reduction gearboxes have been supplied and installed.

Model: AF-I 173

Serial No. K73979 and K73980

Reduction ratio: 6.850: 1

Vertical outset: 730mm

Rotation: 1 clockwise second anti clockwise.

Ice Class IC, maximum permitted input torque from motors 9582Nm

Not reversible and not clutched.

Gearbox, the main characteristics are:

Type: METALFLEX

Size: 170

Execution: Shaft-Shaft

Nominal torque: 12.00 kNm

Dimensional dwg: IW012RI001 Rev1

For installation between gear box and intermediate shaft the Vulkan Rato, the main characteristics are:

Type: Highly flex. RATO-R

Size: G-321T-R

Dimension group: G-321 0-R

Constructive series: Special

Execution: Flange-Flange

Nominal Torque: 80.00 kNm

Dimensional dwg: 1G321 0R020

The Vessel is provided with two (2) off four-bladed, fixed pitch propellers of NIALBR.

Propeller Dia. 2700mm

Geometry High Skew Class ISO 4g4ll

Ice Class I C

Propeller rpm 262 rpm

Sense of rotation inward

The propellers have been tested at Force.

Propeller Control

The propulsion/propeller control has been supplied by Rexroth (Bosh Group) type Marex OSII remote control system. There, 5 control stations are arranged: one on conning station forward wheelhouse console, two wing and one aft consoles of the Wheelhouse, and one on ECR.

The system apart of all interfaces can bus cables, etc., mainly comprises:

5 Control head, type 230

20 Operating modules type 231 free, horizontal on all stations

10 operating modules type 231, horizontal, on all stations (alarm/test, take over, spe. function, dimmer, etc.)

Short description:

The electric remote control Marex OS II affects with 4-12-20mA signal the frequency converters. Remote control system consists of five heads and two MPCs, which are connected by CAN bus cables. CAN bus protocol secures an extremely safe control sequence

Engine Control Room

A well illuminated, sound insulated and air-conditioned engine control room has been arranged as shown on General Arrangement plan.

The following has been installed in ECR:

- Engine control desk with NORSAP 1500 chair
- Writing table with one chair (suitable for PC)
- Main switchboard and 220Y section
- Self-contained air condition unit
- Book shelves

Alarm panels

- Operating system and surveillance of i.a. engines and stabilizers
- Panel section with lamp-indication that gives a quick overview of equipment that is running (pumps. motors. etc.)
- 400V 230V main Switchboard
- Automation Rack
- SAI switchboard and other small auxiliary lighting boards.

NAVIGATION EQUIPMENT:

Following navigation devices are integrated in navigation system (NACOS):

2 of Radars, one Multipilot and one Chart radar

1 of Chartplot (ECDIS)

1 of Conningpilot

1 of Trackpilot

1 of Gyro compass with integrated GPS Gyro

1 of Speedlog

1 of Echosounder

1 of Navigation DGPS

1 of AIS

Gyro Compass and Autopilot

- Gyro IGPS Gyro Compass (automatic correction for course and speed)

- Gyro repeaters at bridge wings and steering gear room
- Steering repeater
- Bearing repeaters on top of wheelhouse.
- Magnetic compass and fluxgate
- Magnet compass repeater with synchronic-output to autopilot

Autopilot is integrated in NACOS system (Trackpilot).

A voyage data recorder (VDR) is installed.

The following information is recorded over a period of 24 hours or according to rules:

- Ship position, course and speed
- Raw radar data information
- Engine orders and responses
- Azimuth orders and responses
- Status information about hull openings
- Watertight and fire doors status information
- Bridge conversations, including loudspeaker message given and received
- VHF ship-shore-ship and ship communications
- Wind speed and direction

Internal TV

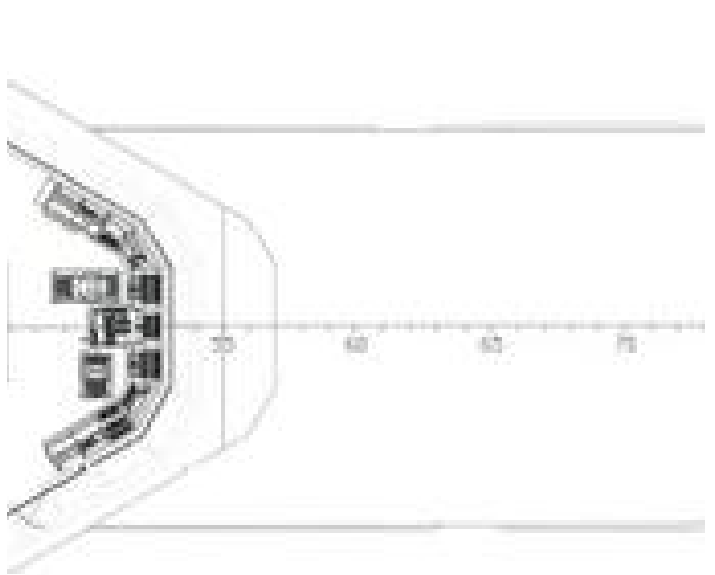
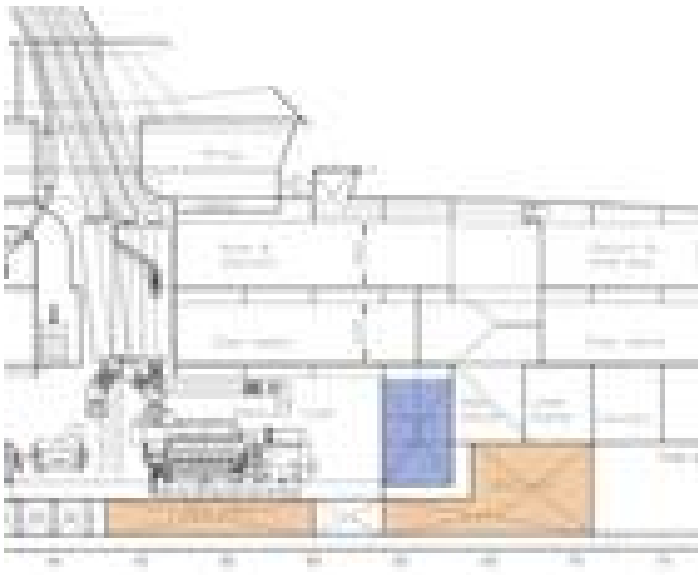
A close TV surveillance circuit has been supplied and installed, including the following equipments:

- 3 off 17" LCD colours monitors
- 3 cameras Dinion XF PAL 540 LTV day/night IR220 VAC (fixed type)
- 2 off motorized cameras ECV-50
- 5 off exterior IR lamps 30 I2VDC
- 5 weather proof housing c/w heating, sun protection; IP86 dia.262mm
- 5 off housing supports LTC-948x
- 2 off recorder sequencer REC9H
- 2 off keyboards EVC-TEC30

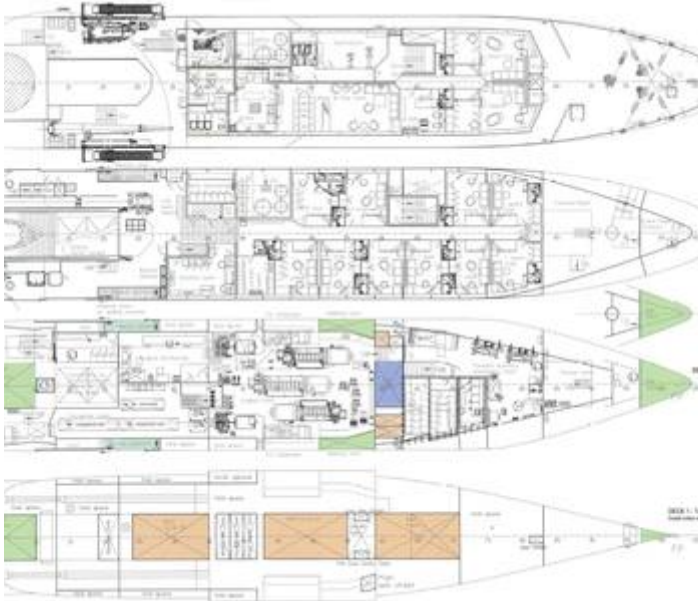
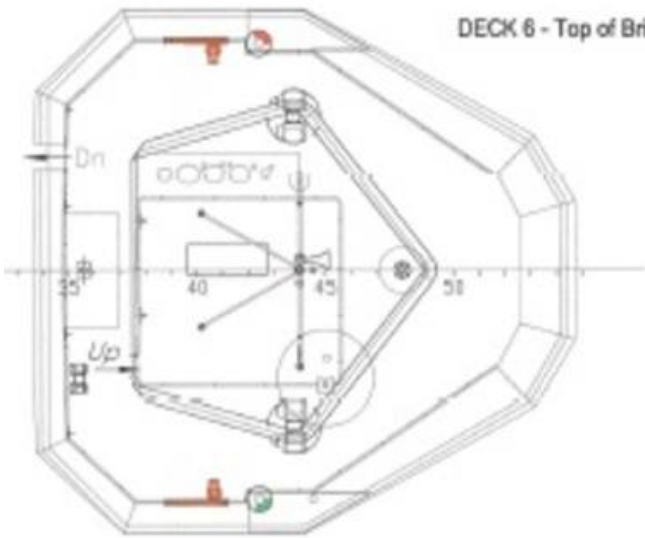
The installation and function have been tested and approved by the Owner.

You can see a panoramic view (360º) of the entire vessel in this link:

<http://www.astilleroscardama.com/VistasPanoramicas/C242/index.html>



DECK 6 - Top of Bridge























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