



SEABOATS

MARINE BROKERS WITH A GLOBAL APPROACH

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sales@seaboats.net - www.seaboats.net

NEW BUILD - 12m VIP transit and SAR Boat



Listing ID - 4709

Description NEW BUILD - 12m VIP transit and SAR Boat

Date Built to Order

Launched

Length 12m (39ft 4in)

Beam 4m (13ft)

Draft 0.75m (2ft 5in)

Note Engines: 2x Yanmar 6LY

Location ex Shipyard, China

Broker Geoff Fraser
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Price POA

The targeted operating missions:

Initially designed as VIP transit and SAR boat, this K-TOUGH Hull based boat is also perfect for patrol/interception/fire rescue/pilot transit/security/escort//command/VBSS/quick response/surveillance and any other types of military/paramilitary/professional operations that need to deal with rough open seas and hostile environments.

The real-life validated, truly world-changing capabilities from DNA:

Built on our exclusively innovated K-TOUGH Hull Architecture Platform, this small enough, only commonly equipped boat is enabled from the very DNA with capabilities to revolutionize your tough mission safety, performance and cost savings by allowing you to get at least five times of far better rough open sea handling safety, performance, stability, comfort, control, dryness, coxswain's visibility and damaged survivability than found with any far larger, far more expensively equipped boat from any of today's so-called top reputed US/EU/UK/Australian companies even when the comparable boat is already more than five times of higher cost and already installed with very expensive ride

controls, gyro stabilizers, etc. This means that, you can expect a K-TOUGH Hull based boat only around 10m with only twin outboard motors to effortlessly beat any patrol/interception/SAR/pilot transit/command/VBSS/quick response/surveillance of more than 20m from any other company in all aspects of sea handling qualities and capabilities with hands-down (We have achieved this capabilities target five years ago from real-life comparison tests in 3-4m waves even only based on our first generation of K-TOUGH Hull platform which made end users to have quickly put aside their existing boats delivered from the very top reputed US/EU/UK companies once having our boats on hand, only use and keep over-using our boats which is a difficult-to-believe phenomenon that it even astonished the prime minister, while this unique Hull Platform now has evolved into its third generation which can create even far better capabilities).

However, with our exclusively innovated K-TOUGH Hull Platform, we offers to the world fundamentally while also systematically different scientific working logic for the hulls of our boats to interact with the oncoming flow in a fundamentally different way, which on the other hand enables every K-TOUGH Hull based boat to be born with capabilities to self stabilize its riding behaviors in rough open seas, self clear up impacts brought by oncoming waves, self dampen landings on high swells, self enhance and re-allocate lifting forces to evenly and even more strongly lift the hull, self brake from emergency crash stop besides capabilities to effortlessly cut, penetrate and track through choppy seas and capabilities to self protect all dangerous hull structural areas to allow the boat to continue navigating and mission handling even in the event of damage to the keel along the whole hull length from emergency grounding or damage to the portside/starboard/bow/stern of the hull structure from collision by illegal boats/floating objects, thus eliminating all of the globally watched sensitive, abrupt and violent riding behaviors/motions 100% found in all of our competing boats from the very scientific roots, thus making every K-TOUGH Hull based boat to handle waves just like a dream which is described by our existing coast guard clients as boats that have made their existing boats delivered and marketed by today's very top reputed US/EU/UK companies as world-class capable boats to be just like rubbish, because, our boats have fundamentally defied logic in small boat capabilities which are far beyond imagination.

And, this is how the world of high speed boat capabilities is made to have stagnated for more than 100 years and how we have made it to be fundamentally changed!

The Design:

Dedicated for tough military/paramilitary/professional missions in rough open seas and hostile environments, the boat features a truly high volume hull with high freeboard throughout whole hull length for platform dependability which is combined with best functionalities layout, deck working/berthing/boarding safety and simplicity with all systems interfaces to be strategically located and easily reached, just as shown in the GA drawings.

The Engineering:

The boat is engineered for many years of over-use in heavy seas with heavy-duty construction from structures to the fittings and the installations.

The outlined specifications:

PRINCIPAL DIMENSIONS

LOA: 12.0m

Hull length: 10.8m

BOA: 4.0m

Hull beam: 3.6m

Max Draft(hull only): 0.75m

Depth Moulded: 1.85m

Height Overall: 3.2m(from keel to roof)

Complement: 6 persons

Lightship Displacement: Approx. 8t

Full-load displacement: Approx. 9.5t

SAFETY EQUIPMENT

- 6 x SOLAS Adult type life jacket;
- 2 x Life Ring Buoy with Distress Marker Light
- 2 x Portable VHF Radio (See also in “Navigation and Communication Equipment”)
- 1 x EPIRB, operating at 121.5 and 406 MHz (See also in “Navigation and Communication Equipment”)
- 2 x 5 kg portable extinguisher, strategically fitted in the wheelhouse and in the engine room.
- 1 x Automatic/manually activated engine room fire suppression system for engine room.

DECK FUNCTIONALITIES AND CAPACITIES

Rear deck:

Two MOB platforms together with grab railing located portside and starboard of outboard motors installation well to allow survivors to be easily retrieved and safely rescued;

Aft deck:

Designed as working deck with the parameter of the deck well protected by raised deck bulwarks and heavy-duty grab railing; The aft deck is designed to be separated from the rear deck by a laterally constructed deck coaming with two over-sized deck draining ports to go through the bottom of the deck coaming to allow deck water to be quickly discharged overboard;

Side decks:

Designed as passageway to allow 360 degrees of walk around the wheelhouse and also to allow berthing and boarding to other ship directly from the shoulders; Overhead grab railing will be added on the external top side of the wheelhouse for side berthing and boarding safety.

Fore Deck:

Designed as working deck with direct access from the CL to the bow boarding station; safety boarding rail will be provided on the sides of the bow boarding station;

DECK EQUIPMENT:

- 1 x 16kg HHP stainless steel anchor, designed to be manual operated and placed inboard of the hull in its dedicated anchor locker in order to secure a free forward working deck and avoid the hanging anchor from rocking to the forward hull section by heavy seas;
- 4 x Double bitt bollards constructed from aluminium and above watertight bulkheads which will be integral also for the functionality of fairleads and lifting lugs;
- 1 x window wiper for each of the three fore windows which is supplied with water spraying functioning fed from the fresh water tank for wet wiping service and better life protection of the rubber strips of the wipers.

MACHINERIES Type/Model/Output and Capacity

Main Engine:

- 2 x Yanmar 6LY 440@3300RPM inboard diesel engines.

Transmission:

Not applicable, as waterjets are directly connected to the main engines.

Propulsion:

- 2 x Hamilton HJX 27 waterjet

PERFORMANCE

Max Speed:

No less than 34 knots at full load displacement

TANKAGE CAPACITIES

Fuel Oil:

900L

Fresh Water for window spray wiping:

60L

CRUISING RANGE:

No less than 200 knots at cruising speed

NAVIGATION/TELECOM EQUIPMENT

1xRadar will be supplied and fitted for each of our proposed boats with details as follows:Module radar aerial, Technology Numerical CHIRP + Effet Doppler, Puissance 4w, Portée 35 à 40mn, Type Radôme, Taille, 20 à 25 pouces (50-65 cm)

- 1xChart plotter,
- 1xGPS + Echosounder
- 1x Motorola DM 4401 (or similar)
- 1xSailor 6215
- 1xCompass

SURVEILLANCE EQUIPMENT:

1 x Jabsco 12V DC Strong movable/rotating type marine search light with a minimum of 100m coverage and controlled from wheelhouse console station;

1 x Loud Hailer/Siren/ Intercom System, compatible with Police Light System

CABINS LAYOUT AND FUNCTIONALITIES

For wheelhouse:

- 2 x shock-mitigating seats for captain and crew;
- 2 x I-shaped sofa for six persons together with locker under for storage of safety gears;
- 1 x boat console station on the front portside as shown in the GA drawings;
- 1 x navigator/radio console station on the front starboard as shown in the GA drawings;
- 1 x medical fridge;
- 1 x small kitchen workplatform with water basin
- 1 x folding stretcher with integral platform stowed overhead.

For forward hull cabin:

- 1 x sliding door to access from CL of wheelhouse
- 1 x toilet;
- 1 x water basin;
- 1 x watertight hatch access as means of escape to the forward weather deck.

INTERIOR FITOUT

To be of high quality commercial fitout with hard-wearing finish.

The interior fitout panels are preliminarily to be FORMICA fireproof panels or similar with dark gray color throughout (or subject to user preference).

The control station is designed to be of light color or dark gray.

CABINS VENTILATION:

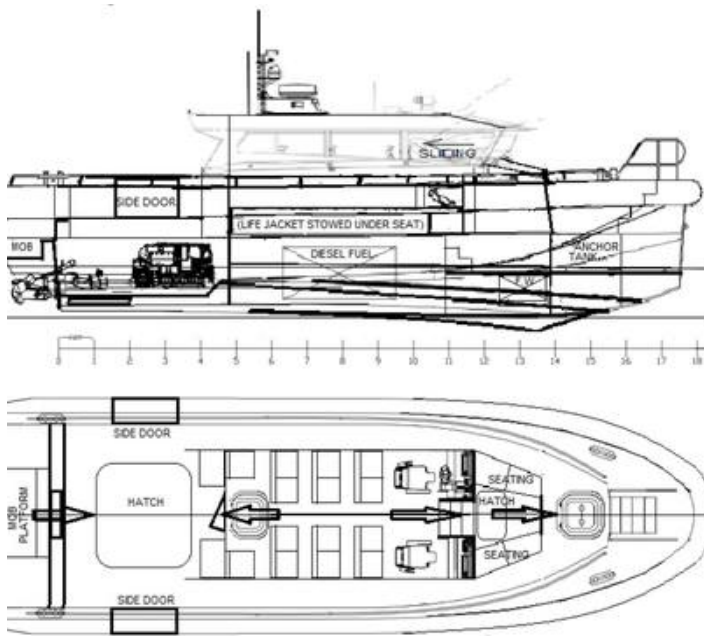
The wheelhouse is designed to be naturally ventilated via low profile ventilators and two sliding windows on the front of each side.

TOOL KITS:

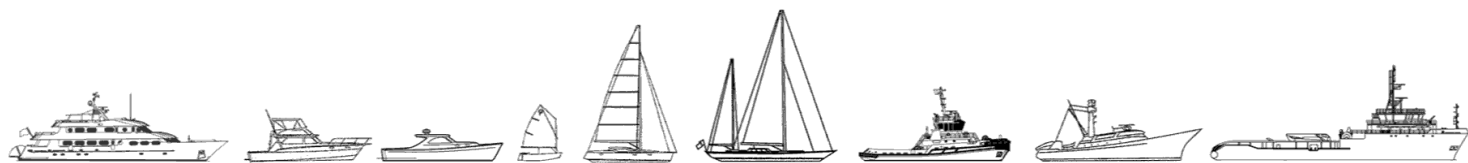
One general service tool kits for the mechanics and one general service tool kits for the electricians will be supplied in two dedicated tool boxes with the boat which will allow easy servicing to nearly all mechanical interfaces and electrical interfaces

SHIPPING EQUIPMENT:

1x Custom fabricated, mild steel welded boat cradle will be supplied with each boat for fixing the boat firmly onboard of commercial ship for ocean transit safety



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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