



# SEA BOATS

MARINE BROKERS WITH A GLOBAL APPROACH

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[sales@seaboats.net](mailto:sales@seaboats.net) - [www.seaboats.net](http://www.seaboats.net)

## NEW BUILD - 11m Fast Interceptor .



### Listing ID - 782150

**Description** NEW BUILD - 11m Fast Interceptor

**Date Launched** Can be supplied within one month (if engines and jet unit available)

**Length** 11m (36ft)

**Beam** 2.9m (9ft 6in)

**Draft** 0.6m (1ft 11in)

**Location** ex factory, China

**Broker** Geoff Fraser  
[geoff.fraser@seaboats.net](mailto:geoff.fraser@seaboats.net)  
+64 21 61 222 5

**Price** POA

### Vessel Particulars

Vessel Type: FSV

Builder: KINGTOUGH BOATS INTERNATIONAL CO., LTD.

Place of Built: China

Year of Built: Built to order

Class: DNV, notated as SCC, Patrol, G2 Service Group for operations in coastal waters

Flag: MCA MGN280

Hull/Superstructure Materials: Aluminium

### PRINCIPAL DIMENSIONS

LOA: 12.5m

Hull Length: 11.0m

Waterline Length: 10.8m

BOA: 3.6m

Beam(Hull): 3.2m  
Beam(Chine): 2.8m  
Draft(Mean): 0.65m  
Depth(at midship):2.0m  
Control Station: center console with open T-top for sunshade

## **PERFORMANCE**

**Max Speed:** 43 knots at full-load displacement and 100% MCR

**Cruising Speed:** 30 knots at full-load displacement and 100% MCR

## **DECK CAPACITIES**

### **Aft Deck:**

SAR and diving support platform;  
Stair-down stairway to lead from longitudinal central line of aft deck to the SAR and diving support platform;  
1 x large-sized soft patch as hoisting hatch to allow lift of main engines and waterjet units out from engine room when hoisting work is required;  
1 x 600mm x 600mm service access hatch fitted in the deck structure of the aft deck;  
2 x air outlets each positioned inboard of the portside and starboard deck bulwark;  
2 x air intakes each positioned on portside and starboard of forward of aft deck with air intakes to face the front side of the vessel for secured quality in air exchange;

### **Amidship Deck:**

1 x stairway as access from aft deck down to the open crew cabin;  
6 x Ullman Dynamics shock mitigating jockey seats fitted on the deck floor above tank compartment  
1 x Ergonomically designed console center with high, forward-facing glass to improve vessel handling comfort for the helmsman;  
1 x Hard top(also called T-top) with sunshade to fully cover the crew seating and console station with U-shaped cutoff above the staircase that leads to aft deck so as to allow significant clear height for crew maneuvering from the open crew seating cabin upto the aft deck without the head to be knocked by the aft section of the hardtop;  
360 deg. of walk around the whole console center to secure top quality for patrol and security maneuvering throughout.  
1 x 500mm x 500mm watertight hatch fitted in the deck structure vertically above the fuel tank to allow schedule service to the tank.

### **Forward Decks:**

1 x free security deck with option to fit with hard points for machine gun;  
1 x stair-up staircase to lead from the security deck upto the forward boarding station with cutoff bow to work as push knee to allow safe and direct push alongside floating facilities or large ship;  
1 x Boarding rail package to run on both sides of the boarding station to provide for crew grab;  
for Free forward deck with raised bulwark and grab rails to run on top of the bulwark;  
1 x 600mm x 600mm watertight hatch as access from security deck down to the hull void compartment which can be laid out to work as stowage space to house safety equipment and general service tools;  
2 x locker each fitted on the portside and starboard into the bulwark near the staircase;  
1 x 600mm x 600mm watertight hatch to allow access to the anchor locker.

### **Others:**

1 x 20kg HHP anchor, manual operated  
6 x Double bitt bollards constructed from aluminium  
4 x lifting lugs fabricated into the hull structure  
1 x A-frame radar mas

## **MACHINERIES Type/Model/Output and Capacity**

### **Main Engine:**

2 x Cummins QSC 8.3 500HP@2600RPM, rated as intermittent duty for applications where max. allowed operating hours is less than 1500hr/year

### **Gear Box:**

ZF 305-3. Deduction ratio subject to final RPM of waterjet in pepper.

### **Propulsion systems:**

2 x Ross Royce Kamewa 25 A3

### **Generator:**

N/A

## **TANKAGE/BUNK CAPACITIES**

Fuel Oil: 1,000L

Fresh Water: N/A.

Grey Water Tank: N/A

Black Water Tank capacity: N/A

## **NAVIGATION/TELECOM EQUIPMENT**

Supplied following requirement by the project and rules for GMDSS A2 which covers the navigation zone of R2 service group as notated by DNV, detailing as follows:

1 x Raymarine C125 main navigation radar with two 12.5" HD multifunctional display networking to integrate GPS, radar, AIS, echo sounder and chart plotter having one positioned in front of the helmsman and the other one in front of the navigator

1 x Richie FN-203 flush-mounted navigator compass

2 x MCMURDO r5 handheld VHF, GMDSS type,

1 x Sailor 6222 fixed VHF radio station, DSC Type, Class A;

1 x SAILOR 6310 MF/HF, DSC type, Class A

1 x MCMURDO Smartfind GMDSS NAVTEX receiver

1 x MCMURDO S4 SART, GMDSS type, See also in Lifesaving Equipment

1 x MCMURDO E5 406 MHZ EPIRB, GMDSS type, see also in Lifesaving Equipment;

1 x Whistle in accordance with 72 COLREG, fed by 24C DC electric air compressor with control bush bottom located in the bridge house;

1 x Horn mounted on bridge house top deck and fed by 24V/100V electric air compressor;

1 x 24V DC Hella Navigation lights and shapes in accordance with requirement by COLREGS.

### **Kind Note:**

All electronics have been selected

To secure top quality. KINGTOUGH reserves the right to standardize the brand and model of the electronics subject to user preference before signing off the technical specs.

## **SAFETY EQUIPMENT**

### **Part One: Lifesaving Equipment**

6 x lifebuoys, among which 2 fitted with a self-activating smoke and light signal, 2 with a self-igniting light and 2 with a buoyant lifeline, Viking or similar;

- 2 x Throwing line, Viking or similar;
- 8 x SOLAS Adult type life jacket;
- 4 x Emergency Parachute flare, Viking or similar;
- 1 x Line-throwing apparatus;
- 4 x Emergency Red Hand flare;
- 2 x Buoyant Smoke Signal;
- 1 x Lifesaving Signal SOLAS NO.1
- 1 x Training Manual

1 x Instruction for Onboard Maintenance

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”)

Diagram with descriptive words and pictures to demonstrate procedures of operation for life raft and life jacket.

## Part Two: Firefight Equipment

2 x 4.5 kg portable extinguisher, Class 3A, will be fitted aft portside and starboard of the crew seating cabin near the forward bulkhead of the engine room;

1 x 4.5 kg portable extinguisher, Class 3A, will be fitted under the console station.

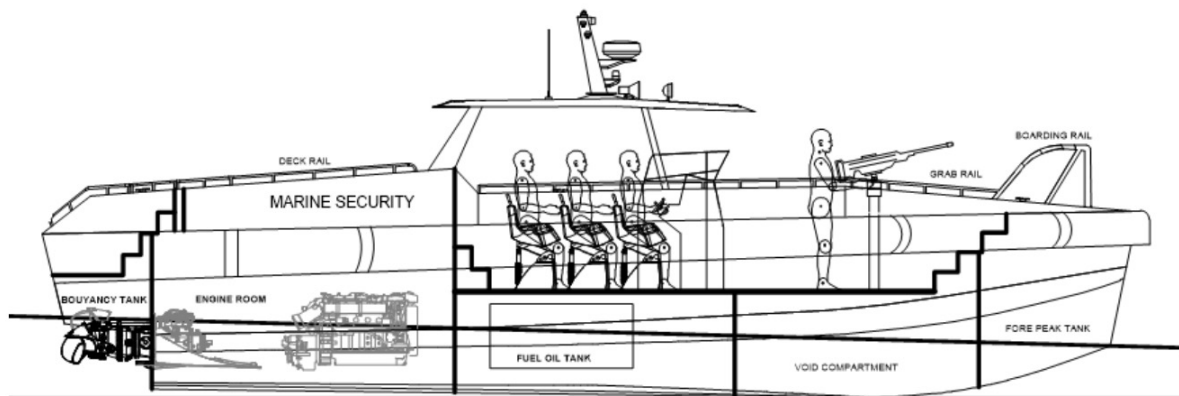
2 x 4.5 kg portable extinguishers, Class 80B, fitted inside the engine room compartment.

1 x Seafire FM200 fixed type pre-engineered fire suppression system for engine room, with gas pipe to be 316# stainless steel and painted in red and gas bottles to be installed in the engine room. Mechanical, electric and automatic control options available subject to purchaser's final approval. The system will be fitted with its own dedicated fire detector systems.

1 x Package of Signs to identify all fire fighting appliances and their location.

1 x Diagram with descriptive words and pictures to demonstrate procedures of operation for fire extinguishers and engine room fixed firefighting system.

## Below: Inboard Profile



## Kind Note:

### In above Inboard Profile Drawings,

The hull is divided by three watertight bulkheads to form four watertight compartments, allowing functionalities for anchor chain locker, void compartment(acting as stowage space for lifesaving apparatus and service tool kits, etc), fuel tank compartment and engine room;

Subject to user preference, the forward deck and aft deck can be designed and supplied with hard points for mounting of machine gun to carry missions in dangerous waters;

The aft deck is designed with raised bulwark and deck rail to run on the top of the bulwark for safe crew maneuvering on the aft deck;

Thanks to the deep hull depth, the floor level of the console center can be designed to be positioned as high as possible above waterline level, which is of vital importance for such small, open decked vessel as it will work to significantly improve quality for deck draining especially when operating in heavy rain;

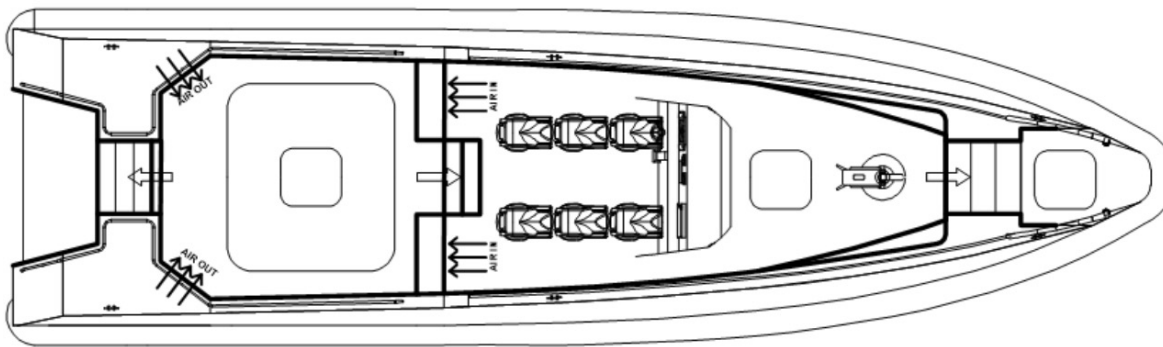
The console center and the seating are fully covered by the hardtop(also called T-top), offering better weather protection for the crew in summer weather with shining sun;

The console station is ergonomically designed to allow easy reading of the data for the helmsman from the instruments fitted on the inclined dashboard without lowering down the head, so driving quality can be maintained with ease and comfort;

The forward deck is designed with stairway to lead to the raised, boarding rail protected bow landing station, which will allow direct and safe crew landing onto offshore facility or other vessel;

Unlike many competitive designs that are with very shallow hull deck, the deep hull depth in our 11m vessel allows the crew to be well seated in a cabin instead of on deck, which is of vital importance for safety while doing sophisticated tactic maneuvering at high speed in adverse seas.

#### Below: Main Deck Plan



#### Kind Note:

##### In above Main Deck Plan Drawings,

The stair-down staircase is designed to be positioned from longitudinal central line of the aft deck near the transom plate as replacement of the conventional SAR basket/MOB lift, which will lead down to the structurally welded SAR platform to ease SAR and diving support operations;

The aft deck is designed with one large-sized, soft patched machinery overhaul hatch, which is designed with one small 600x600mm schedule service hatch;

The air intakes are designed to be forward-facing and above the deck level, taking cold, fresh air into the engine room through forced axial fans directly from the front side, while the air outlets are designed to be positioned inboard of the raised deck bulwark above the deck level, all being the best practical and safe air change in open sea conditions with heavy rains and high waves to be constantly encountered with;

The forward longitudinal central line of the aft deck is designed with one stairway to step down to the console center, having the hardtop carefully traded off with a U-shaped section to be cut off to allow direct step down from aft deck to forward deck with no concern on clear height between the hardtop and the forward of the aft deck;

Six Ullman Dynamics jockey shock-mitigating seats are supplied and fitted in the console center for four passenger/troops and two crew;

One 500mm x 500mm watertight inspection hatch is designed and fitted on the longitudinal central line of the console center to give accessibility to service the fuel tank;

The forward deck is designed with one 600 x 600mm watertight hatch to allow free entering of a man into the void hull compartment for bilge service and stowage of equipment and tools;

One stairway is designed to give step-up accessibility to the raised, boarding rail protected bow landing station, which is characterized with cut-off bow to allow safe, stable and direct push alongside large vessel for boarding and disembarking operation.

#### Cruising Range Calculation

Project Name: **KINGTOUGH 11m Fast Security Boat**

#### Powering Particulars

Engines: 2 x Cummins QSC8.3 500HP@2600RPM

Gensets: N/A

Tankage: 2 x 500 liters tanks including 10% reserve–900 liters.

Max. Speed: 43 knots

### Range at Max. Speed

Engines@100%MCR: 2 x 96 L/hr

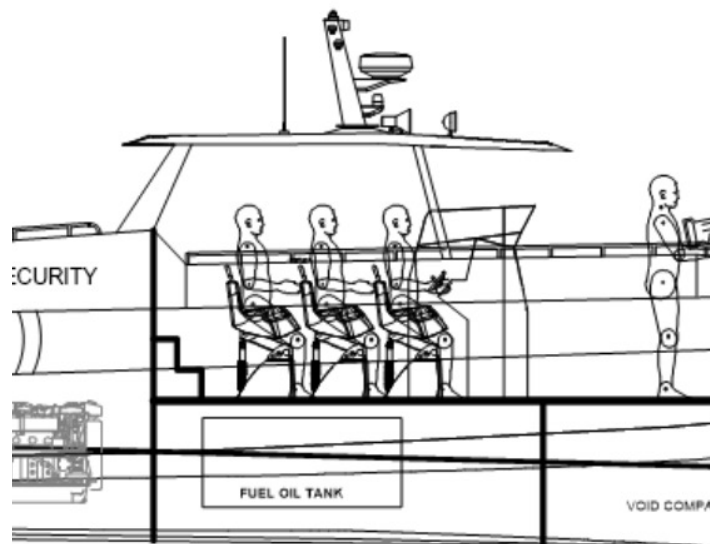
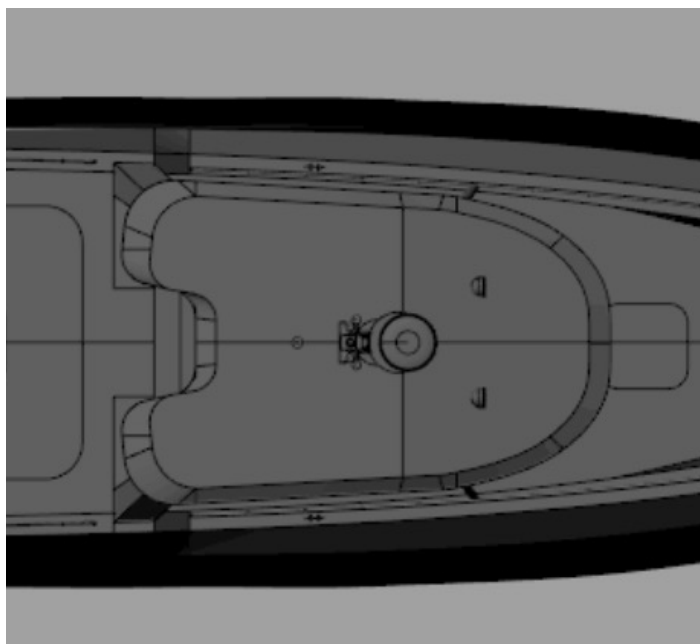
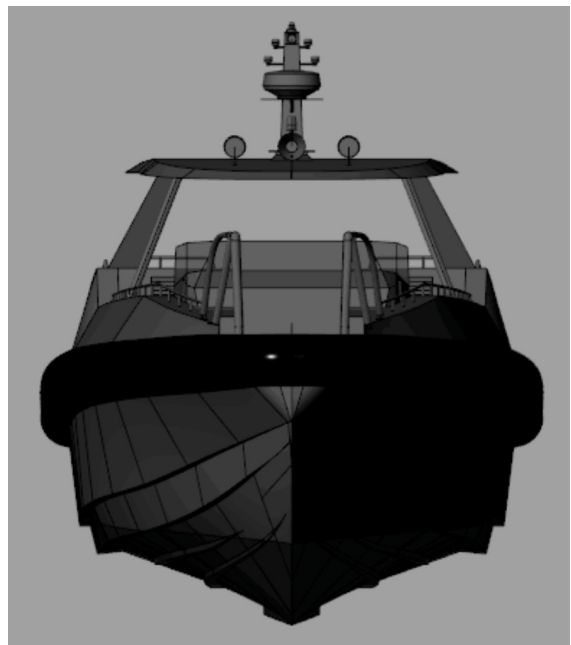
Total combination: 192/hr

Estimated time till 10% reserve met: 4.68 hours

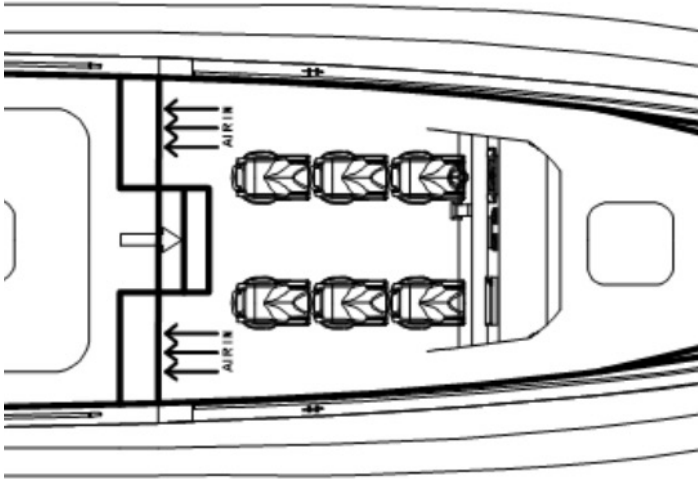
Estimated range: 201.56NM

### Kind Note:

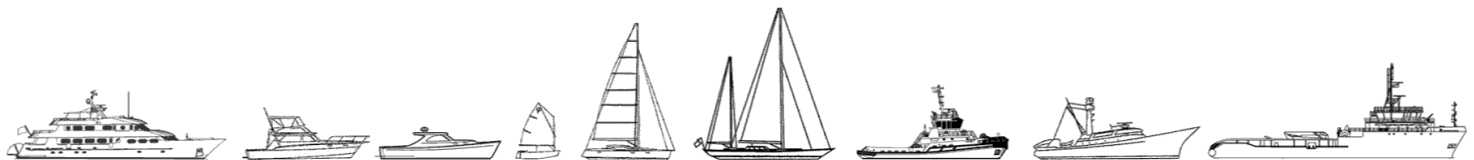
Above calculation is subject to final review and sea trial test and minor variations may be considered.







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