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sales@seaboats.net - www.seaboats.net

NEW BUILD - 15m Firefighting Boat



Listing ID - 794372

Description NEW BUILD - 15m Firefighting Boat

Date Built to Order

Launched

Length 17.3m (56ft 9in)

Beam 4.92m (16ft)

Draft 0.83m (2ft 8in)

Location ex factory, China

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Price POA

Highlighted Design Features:

1. High speed in rough seas with superior acceleration and manoeuvrability;
2. Excellent sea keeping ability with very low slamming in all defined sea conditions for best crew comfort and safest operations;
3. Truly dry deck at all speeds with extremely excellent stability for coastal fire fighting, patrol and SAR operations;
4. The boat is heavily designed with two firefighting monitors, among which 1 x 840m³/hr Fifi Monitor to be installed on the forward deck and 1 x115m³/hr firefighting monitor on roof of the pilothouse, providing 360 deg. of extremely high efficient firefighting service;
5. The bow is mounted with one 5" vertical and horizontal heavy-duty D section rubber on the push knee to provide safe boarding for survivor transfer from large vessel and marine facilities that is on fire.

General Description

This specification describes the design and construction of the proven reliable, rough sea-going 15M aluminium vessel which will be arranged as a fast coastal craft (hereafter referred to as “vessel”) to use in coastal waters with equipment capacities to focus on below Operating missions:

- a. harbour and coastal patrol and interception;
- b. Search and rescue operations in high sea waves.
- c. Rapid deployment for firefighting;
- d. Offshore facilities protection and crew transfer;
- e. Oil field security.

The vessel will be constructed to a high commercial standard with particular attention to minimising noise transference and vibration while enhancing structural rigidity and offering best crew comfort.

Principal particulars:

Length (Overall): 17.3m

Length (Hull): 15m

Beam (Overall): 4.92m

Draft (Hull): 0.83m

Draft (Propeller): 0.95m

Midship deadrise: 25 deg.

Stern transom deadrise: 19 deg.

Engines: 2 x Scania D16 800HP @ 2300RPM OR 2 x Volvo 800HP @ 2300RPM

Gearbox: 2 x ZF 500-3A

Propulsion: 2 x HJ403 Hamilton Water Jet OR 2 x MJP Water Jet

Firefighting Monitors: 1 x 840m³/hr FiFi Monitor on the forward deck + 1 x115m³/hr FiFi

Monitor on roof of the pilothouse

Max. Speed: 31 knots at half load/100% MCR/Beaufort Scale sea state two/clear hull

Cruising Speed: 26 knots

Range: 300 NM

Compliment: 6 persons

Sea keeping ability: Sea state 5 according to Douglas Scale

Construction: DNV certified 5083# aluminium

Design and Attributes

Vessel Layout:

The vessel will be designed with layout shown as per the GA drawings.

The special layout for machinery, accommodation/mess room, control stations, etc is ergonomically optimized while the position of the each console center is located to give best pilot visibility and driving comfort for sustained operations.

Hull Form:

The hull form is well proven and will be double-chined variable deadrise deep V high performance form with a fine forward entry, flared bow, wide chine flats and planing flats.

The vessel is well balanced with LCG and LCB for high speed but flat, smooth and comfortable ride in rough seas.

Manoeuvrability:

The vessel is designed to offer best manoeuvrability for easiest and safest operations stated as below:

- Smallest extremely sharp turning diameter at max. directional speed to be actualized within 8 boat lengths.
- Max. blind area for the pilot in the enclosed console center to be less than 1.35 boat lengths when the vessel is at static situation.
- Max. blind area for the pilot in the enclosed console center to be less than 1.8 boat lengths when the vessel is travelling at 31 knots max. speed.

Attributes:

The vessel is designed to provide the following attributes:

- Superstructure with minimal windage drag/silhouette profile.
- A life span of 15 years, allowing for 1500 running hours of average annual usage with sustained operations of 10-12 hours/ day.

Operation Conditions:

The vessel is ability to operate in the following extreme tropical conditions:

- Ambient air temperature of up to 35 deg C.
- Sea water temperature of up to 25 deg. C.

- Relative humidity of up to 90% at 35 deg. C.

Compliance and Survey

The vessel is to be surveyed to latest Rules and Regulations for the Classification of RINA. As such, the vessel will meet the requirements in the applicable notation rules and shall comply with the requirements of main class for stability purposes of the RINA “Rules for the Classification of Ships”. The Builder will appoint an approved Surveyor to carry out survey inspections during construction as per Survey requirements.

Quality and Control

The shipyard is accredited to ISO 9001:2008 which is certified by RINA and CCS, both are members of International Association of Classification Societies (IACS).

Documents

The following documents will be used for the construction of the vessel:

- Design Document Package
- Vessel Specification Document
- Survey regulations as determined.
- Components suppliers documentation.

In the event the drawings differ from this specification, the specification will take precedence.

As Built Drawings:

Three sets of drawings as per normal boat building practises will be supplied in English language upon the vessel completion corrected to ‘As Built’ as follows:

- General Arrangement Drawing
- Engine Room Arrangement
- Machinery layout
- Ventilation Arrangement
- System Schematics
- Electrical Installation and Schematics

Reports:

Three sets of the following reports will be provided in English language upon the vessel completion:

- Vessel stability
- Sea trials

Manuals:

Three sets of the following manuals shall be provided in English language upon the vessel completion:

- Main Engines
- Propulsion Units
- Generator Set
- Air Conditioning plant
- Navigation Equipment
- Builder generated component list detailing suppliers contact details

Certificates:

The following certificates shall be provided in English language upon the vessel completion:

- Builder's certificate.
- Classification certificate.
- Speed trial certificate.
- Compass adjustment certificate.
- Fire fighting equipment.
- Navigation lights.
- Lifesaving appliances.
- Manufactures statement of origin.

Material and Workmanship

The Builder shall construct the vessel in a thorough and workmanlike manner.

The Builder shall construct the vessel in a manner consistent with best trade practices and in accordance with good commercial quality finishing.

All materials used and equipment fitted shall be of good marine quality and suitable for its intended application.

Alternatives

The Builder may wish to propose alternative materials, equipment or methods which would be more economical and/or practical for the Builder to supply and fit than those stated in this specification. In such cases the Builder will discuss the proposal with the Purchaser, and obtain the Purchaser's approval prior to proceeding with the alternative.

Equipment marked "or equal" may be substituted for equivalent quality items, subject to approval by the Designer and the Purchaser.

Weight Control

The builder is to be responsible for maintaining strict weight control throughout the project, with constant reference to the designer-supplied weight study. The builder is to advise the designer any items of equipment or fit-out which are significantly different from the allowance made for in the weight estimate.

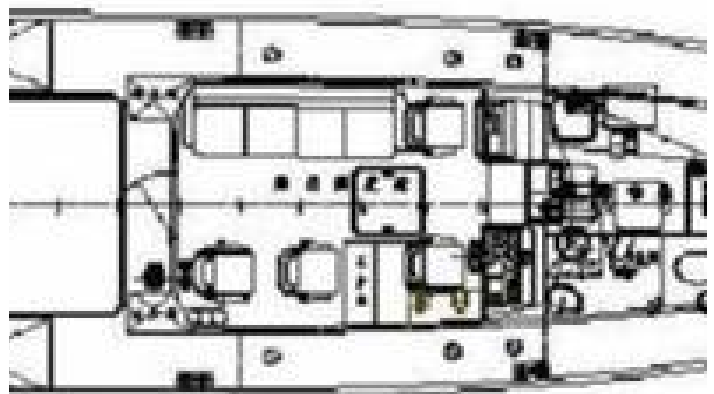
The builder will also weigh the following components/stages when completed and provide the results of LCG/mass to the designer:

1. Completed Hull shell.
2. Completed Deck/Cabin shell.
3. Completed internal structure.
4. Completed Boat.

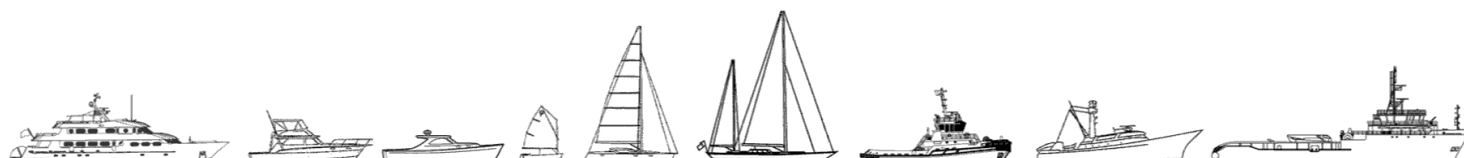
Depending on build process, these weight measurements may take the form of additions / deductions from previous weights. Weighings are to be completed on scales with a calibration certificate.



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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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