



# SEABOATS

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## NEW BUILD - 24m Crew Boat for Sale or Charter



### Listing ID - 1082912

Description	24m Crew Boat for Sale
Date Launched	2015
Length	24m (78ft 8in)
Beam	4.3m (14ft)
Draft	4.7m (15ft 5in)
Location	UK Coast
Broker	John Kearns <a href="mailto:john.kearns@seaboatsbrokers.com">john.kearns@seaboatsbrokers.com</a> +64 21 400 805
Price	2,000,000 GBP

Built (year and place): 2015, UNITED KINGDOM

Hull Material: Aluminium

Flag: UNITED KINGDOM

Class society and Notation: MCA CAT 2

### PRINCIPLE DIMENSION

Length Overall: 24.00m

Breadth: 4.30m

Depth: 6.30m

Draft: 4.70m

NT: 21 tons

GT: 28 tons

DWT: 19 tons

## **MACHINERY & PROPULSION**

Total power output (BHP): 1200 bhp

Main Engine (s) (make, type): 2 x Doosan 4V222TIL

Main Propulsion System: Water jet

Speed maximum: 50 knots

Speed cruising: 40 knots

## **OTHER DETAILS**

LWL length at water line: 22.4m

Depth incl mast

Draft: 0.8m coash house roof

Displacement (light): 20.5 tonnes

Displacement (heavy): 28.0 tonnes

Propulsion: 2N° Castaldi water jet TD490 HC

Fresh water: 250L

Black water: 250L

Fuel: 2500L total (6 tanks)

Fuel consumption circa: 380L/hr at full power absorption

The vessel can comfortably maintain high operating speeds in wave heights at 2 meters. At these speeds the vessel is very fuel efficient and with the benefit of gyro-stabilisers the vessel can loiter at sea without the vessel “rolling” uncomfortably. In addition to crew transfer, this vessel could work in many other roles including marine ambulance, patrol, safety etc. It has been built as a demonstration proof of concept vessel and either the prototype could be sold or parties can have vessels built specifically to their end-user specification.

The design intent is that up to 12 passengers and a max 3 crew can travel safely, comfortably and with minimal motion sickness influence at up to 40 kts in seas of up to 2m. The vessel can equally well be used as a fast response vessel for both technicians and / or equipment.

One of the design briefs was to consider that the vessel may remain at sea, working from an accommodation station where it may be craned on and off the platform, (fully laden), or be entering / exiting a floating dock system. Although the vessel design is to DNV class, this PROTOTYPE has not been built to class



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