



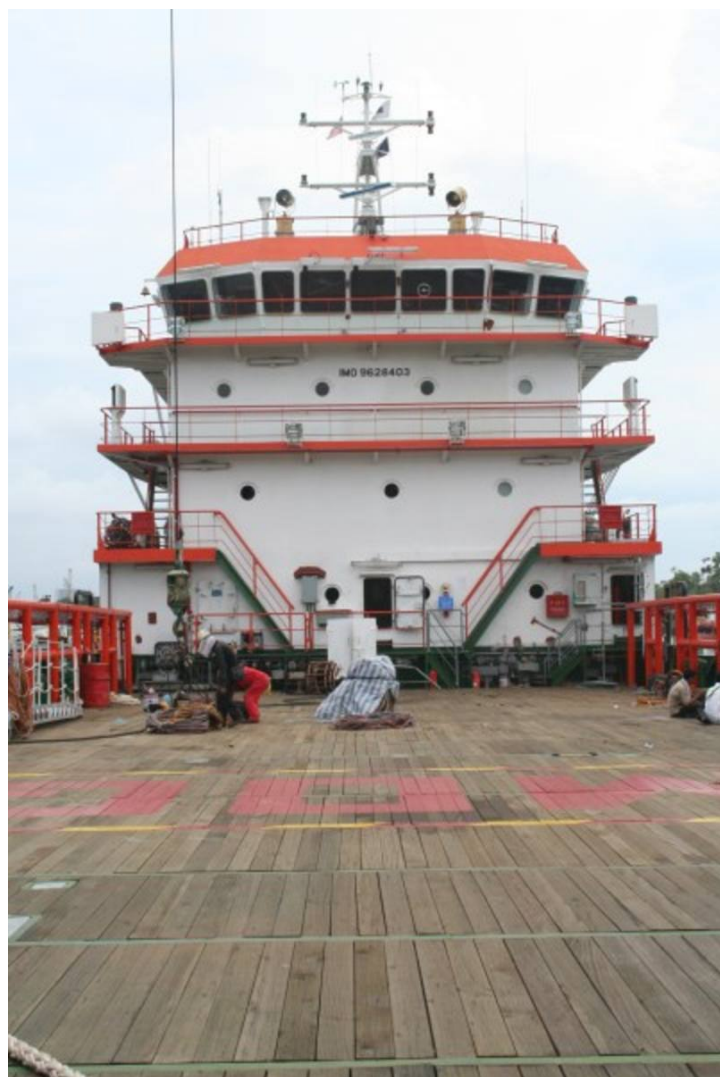
SEA BOATS

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sales@seaboats.net - www.seaboats.net

NEW BUILD - 62m Landing Craft



Listing ID - 420537

Description NEW BUILD - 62m LCT

Length 62.80m

Beam 14.63 m

Draft 3.20m

Location ex shipyard, Malaysia

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Price Notes POA

General Description

The vessel is to be all welded steel construction with twin diesel engines, twin fixed pitch propeller with

kort nozzle. The vessel's accommodation is to be located above the main deck. The main hull is to be divided by transverse WT bulkheads.

The wheelhouse is to accommodate all the communication & navigational equipment.

Principal particulars:

Length overall: 62.80m

Length B.P.: 58.50m

Beam moulded: 14.63m

Depth moulded: 4.50m

Draft designed: 3.20m

Draft scantling: 3.70m

GRT: 1319 Tons approx

Accommodation:

4 x 1-berth cabins: 4 men

10 x 2-berth cabins: 20 men

Total 24 men

Tankage (approx):

Freshwater: 379m³

Fuel oil (domestic): 309m³

Fuel oil (cargo): 917m³

Ballast tanks/drill water: 730m³

Lubricate oil tanks: 7.7m³

Dirty oil tank: 9 m³

Bilge water tank: 14.3 m³

Grey Water Tank: 85 m³

Main Engines: 2 x 848 **BHP@1800** rpm (CAT 3412D)

Performance: speed of the vessel is about 10.0 knots approx.

Endurance: about 30 days approx

Range: about 6700 nautical miles

Classification

The vessel is to be constructed, with the latest Rules for Building & Classing of Steel Vessel under 90m (295ft) in length of American Bureau of Shipping (hereinafter referred to as Classification) and their special survey to hull and machinery for class Maltese Cross A1 + AMS for Unrestricted Service

Registry: The Owner is responsible for the registration & Port of Registry is Malaysia

Materials & Workmanship

ABS approve marine steel plates are to be used for the fabrication. Strictly No Asbestos material is to be used whether in insulation, valves, glands gaskets, nor any part of the renovation.

STRUCTURE

General

The steel hull and deckhouse are to be of all welded construction.

Transverse framing system is to be used throughout.

The following scantlings are for guidance only and will be subjected to Class approval.

The hull is to be of double skin and double bottom.

Keel: A flat plate keel of 2200 x 10mm thick is to be fitted.

Skeg: One (1) box shaped skeg is to fitted at centre in line with propeller shaft.

Bottom Construction: The bottom is to be designed to allow for Unrestricted Services.

Shell Plating

Flat keel 10.0 mm throughout

Bottom 10.0mm

Bilge strake 10.0mm

Side 10.0mm

Sheer strake 10mm x 600mm

DECK MACHINERY & EQUIPMENT

General

All deck machinery and equipment are to be supplied and installed to meet classification approval.

Anchors, Chain Cables & Mooring Lines

The anchors, chain cables and mooring lines are to be supplied in accordance with the classification's requirements. The below information serves as a guide only and is subject to the Equipment Number Calculation and quotation from Suppliers.

Bow Anchors: (2) SPEK type Anchor w/ equivalent stockless bower mass of 1740kg

Bow Anchor: Chains total 247.5 m length (shackles @ 27.5 m) of 36mm dia., grade 2 steel chain cables stud link chains

Mooring lines: 4 x 160M long mooring rope of minimum 132.4 kn breaking strength (nylon ropes)

Anchor Windlass/ Bow Door Winches

One (1) each hydraulic anchor windlasses/winches on P&S forecastles suitable for 36mm dia chain c/w one wire drums are to be provided. These shall be used for hoisting or lowering the forward bow ramp with appropriate pulleys and sheave system.

The cable lifters and drums are to be independently clutched. It is to be securely mounted on fabricated steel seating on forward 'horns' above the chain lockers. Chain pipes, cable stoppers and hawse pipes are to be arranged to suit. The Windlass and Bow Winch hydraulic is designed with consideration that, at any one time, the control of the windlass can be achieved from any one (1) side. Capacity – 5.6 t at 18m/min. Wire drums to have sufficient wires for ramp door operation.

Mast

Two (2) navigation mast is to be completely fitted out with necessary brackets and stays for navigation lights and shapes. Climbing rungs to be provided. (2 mast required for vessel above 50 m)

Manholes

All manholes are to be elongated shape with stainless steel studs and nuts. In engine room and main deck, they are to be 'raised' type.

Storm Rails (Grab Rails)

Storm rails to be fitted all round deckhouse and wheelhouse and on exterior bulkheads.

Drainage for Decks

Suitable scupper pipes to be positioned in funnels, along the main deck, poop deck and wheelhouse top to facilitate deck drainage.

Mooring Pipes & Bollards

Six (6) 10" NB Sch 80 mooring pipes to be arranged on main deck Eight (8) 10" NB Sch 80 mooring bollards to be arranged on Poop Deck, Main deck & above Horn Deck.

Handrails & Stanchions

Stanchions are to be 75 x 9.5 F.B. x 1000mm high with short backstays.

Ventilators

Two (2) axial flow fans of adequate capacity are to be provided for ventilation of engine room.

Ventilation duct will provide ventilation to the engine room via distribution trunking made of mild steel plate c/w louver openings.

Wash places and galley to be provided with axial flow extractor fans.

Deck Sheathing

75mm thick hardwood planking to be installed to Tee Bar on main deck.

Bulwarks

2 x Boarding Gate with Rescue Zone welded on.

Ladders

All ladders to be steel construction. External ladders to be non-slip, made of steel grating. Vertical rungs welded to steel flat bar and to be 150mm clear of steel bulkheads. Hand grips to be fitted as necessary. All flooring or foot grip of external / exposed areas to be made from steel grating.

Floodlights

2 x 1000W (Wheelhouse Facing Bow)

2 x 500W (Fore Mast, Facing Aft)

3 x 1000W (Officer deck)

Searchlights

1 x 2000W, c/w underdeck remote controls.

Hawse Pipes

Two (2) Sch. 80 hawse pipes welded to horn deck.

SAFETY & NAVIGATION EQUIPMENT

Life Saving Equipment

Life saving equipment is to be in accordance with the requirements of the Government authority with a

total complement of Twenty-four (24).

Firefighting Equipment

Firefighting equipment is to be provided to meet classification and government regulations and generally in accordance with the following.

Radio Equipment

Model and Maker of all Radio Equipment are to be IMO Approved.

Navigation Equipment

Navigation equipment to comply to SOLAS A1, A2, A3. Maker of all Navigation Equipment are to be IMO Approved.

Electrical Navigation Lights & Shapes

Navigation lights as per Class requirements.

MACHINERY

General

All main and auxiliary engines are to be supplied with certificates as required by the classification. They are to be supplied and fitted by the Builder.

Main Engines

2 x Units, 848 BHP at 1800 rpm, c/w two (2) units of reverse/reduction gearboxes, ratio final according to detail design. 24V DC started and FW heat exchanger cooled.

Make: Caterpillar; Model: 3412 D

Generating Sets and emergency generator

2 sets of 150kW, diesel driven generators, 415/3/50, 3-wire are provided; Engines to be 24D.C. started and heat exchanger cooled.

1 set of 80kW, diesel driven emergency generator, 415/3/50, 3-wire are provided; Engines to be 24D.C. and radiator air cooled.

Make: Cummins

Shaft bracket

I type shaft strut will be provided and of heavy construction. Bracket barrels will be forging steel, welded to the struts, and bored to receive bearing the alignment of the bracket bearing shall be within a suitable angle with shaft centered in the stern tube.

Shafting

Two (2) solid Stainless Steel 316L shafts to be provided. The forward and aft ends are to be machined to suit the fore connecting shaft couplings and propelling bossing. Shaft to be made bronze sleeve.

Propellers

Two (2) outboard turning 4-bladed manganese bronze fixed pitch propellers, one (1) R.H and one (1) L.H. are to be fitted

Stern tubes

Stern tubes are to be fabricated from heavy mild steel pipe with aft boss machined to receive ferrofoam bearings. On the forward and aft end to receive approved type water lubrication seals. Water lubrication fittings shall be installed on the forward and aft ends of the stern tubes for cooling purposes.

Steering Gear

Electro-hydraulic steering gear of about 3 TM 2 x 35 degree Tie Bar rudder angle c/w plates, cylinders, locking valve, solenoid valve, filter, motor, starter, steering column, hand steering of 2 rudder indicators. Structural stoppers to be provided at the side of each tiller to meet with SOLAS and class approval.

Pumps:

Bilge, Fire & GS Pump: 2 x 45m³/h @45m total head

Ballast Pump: 1 x 100m³/h @ 25m total head

Fuel Transfer Pump: 1 x 10m³/h @30m head

Cargo Fresh Water: 1 x 80m³/h @ 60m head

Emergency Fire: 1 x 25m³/h @45m

Cargo Fuel Oil: 1 x 150m³/h @ 60m head

Engine Exhaust

All diesel engines are to be fitted with spark arresting silencers.

Oily Bilge Water Separator

One (1) oily bilge water separator of 1.0m³/h @ 2kg/cm² head with oil content of less than 15ppm to be fitted. dirty oil discharge connections on main deck are to meet MARPOL new requirement.

Bow Thruster

One (1) tunnel bow thruster of approximately 5 tones thrust driven by an independent diesel engine.

Make: Schottel (or equivalent)

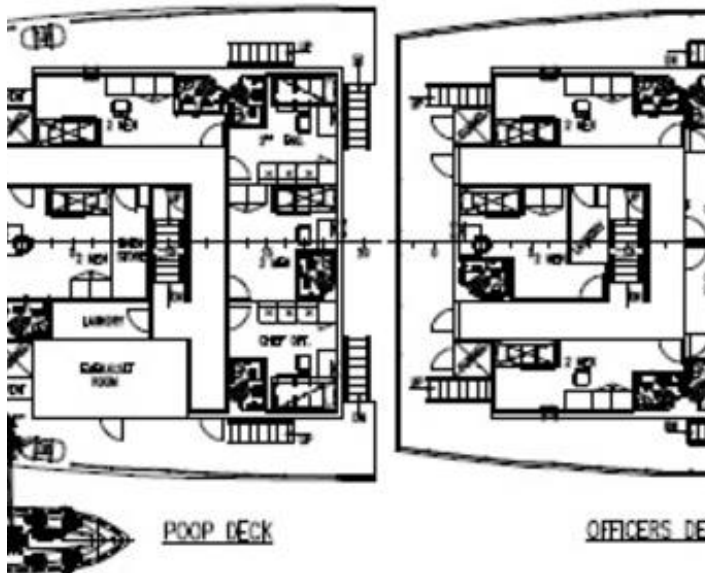
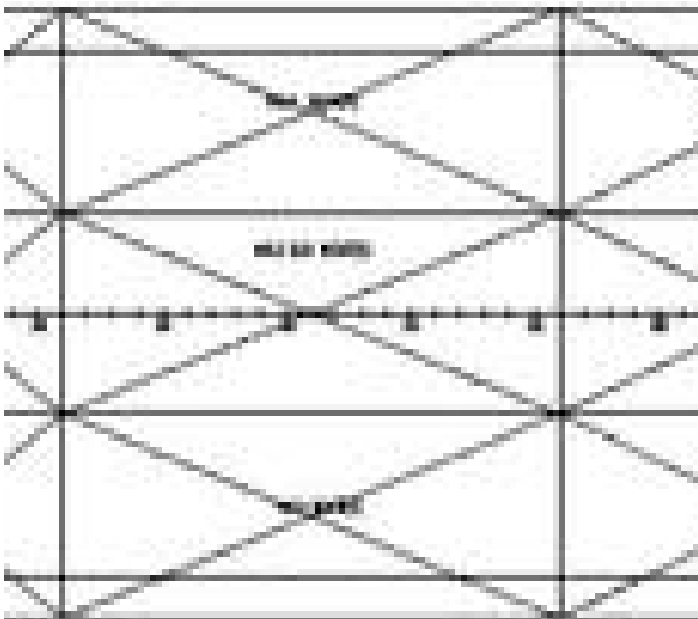
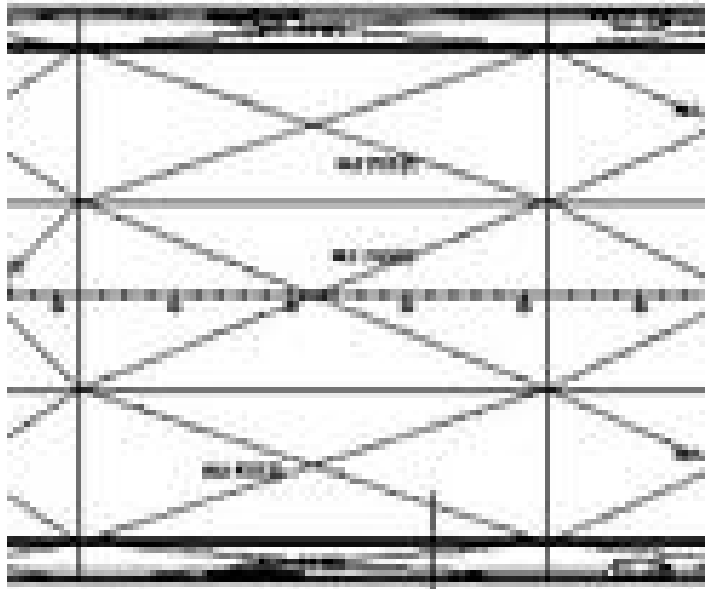
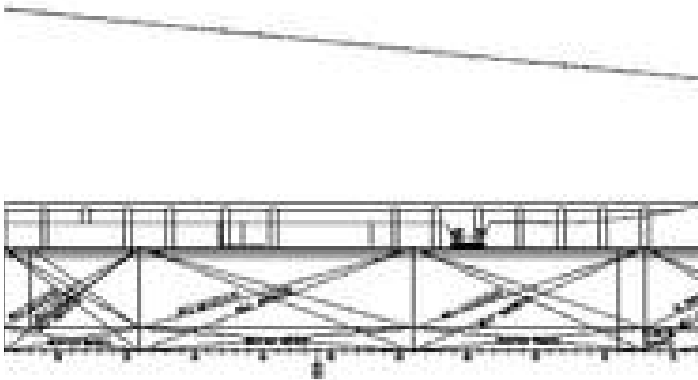
Sewage Treatment Plant

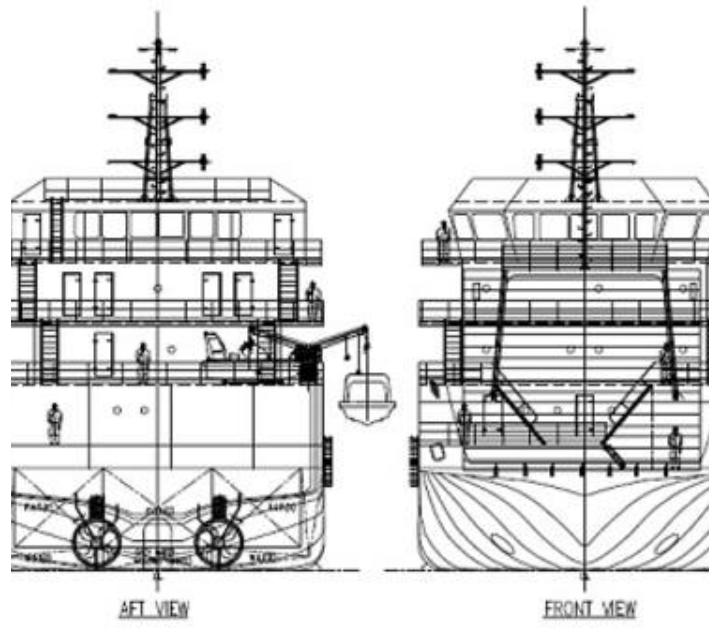
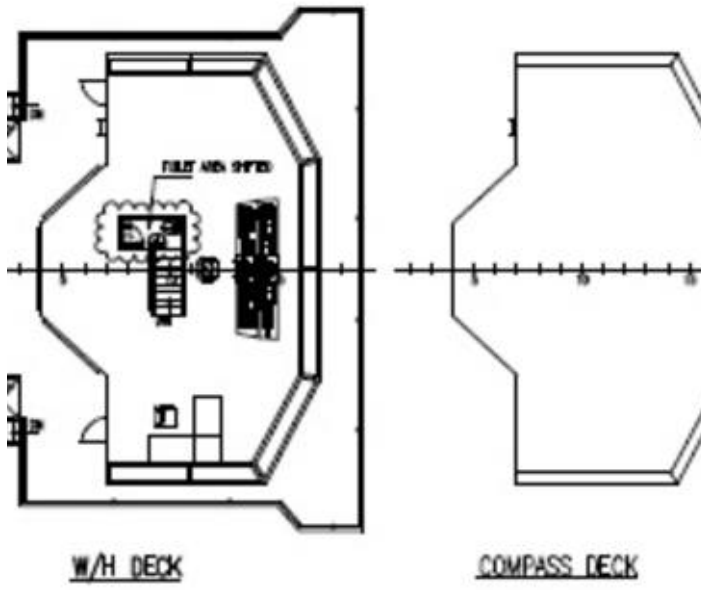
Sewage plant for 24men

One sewage transfer pump 10 m³/h @ 30m head



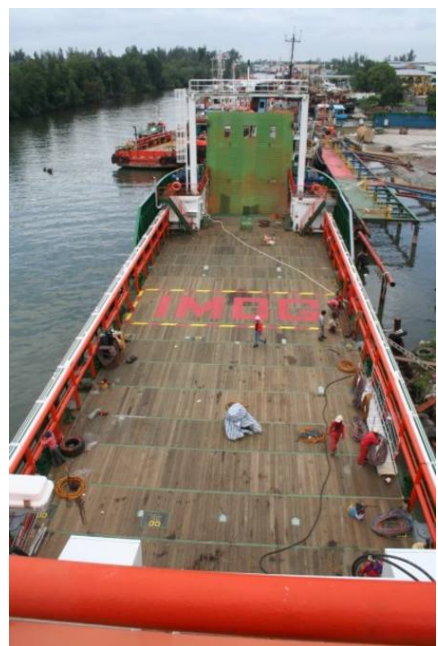
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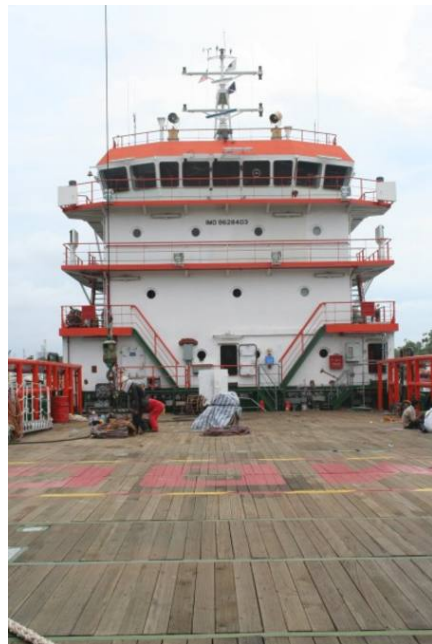


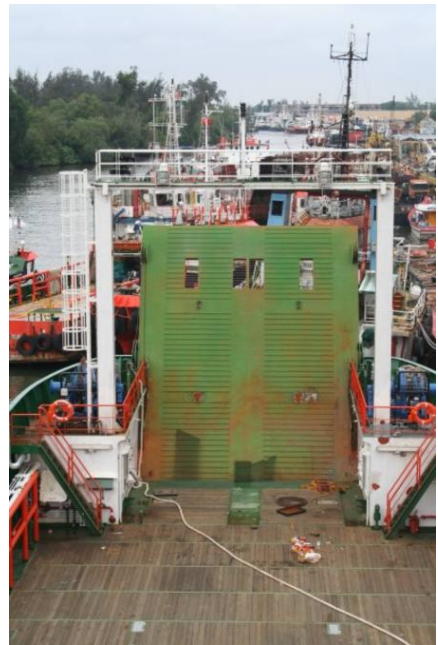












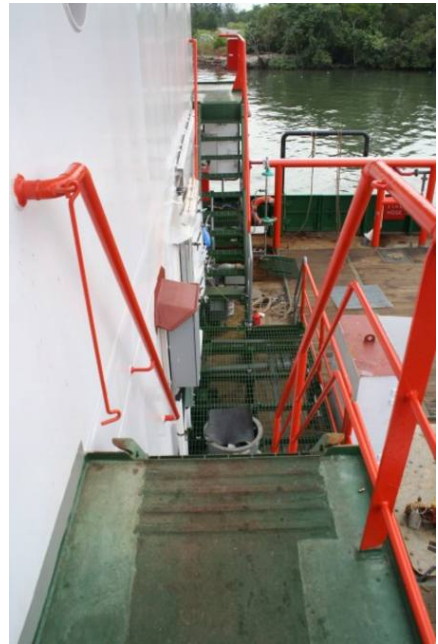














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