

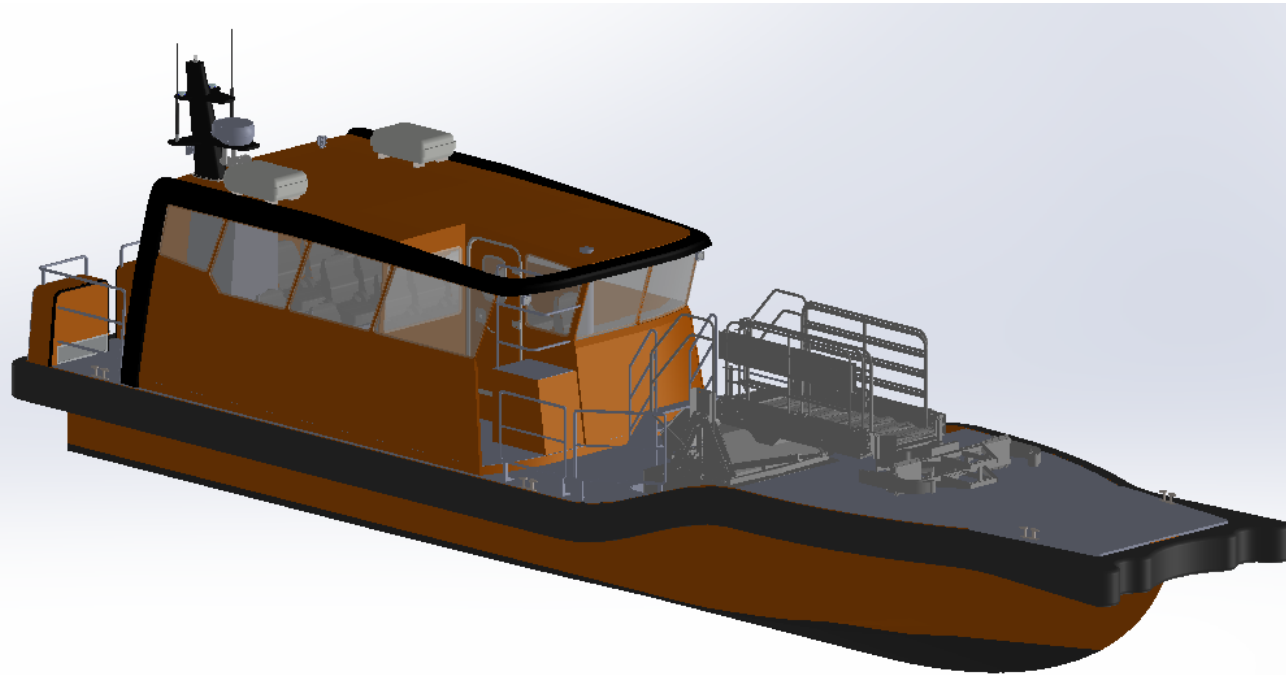


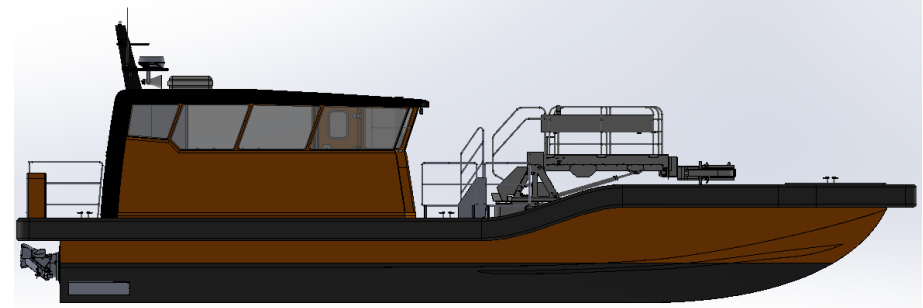
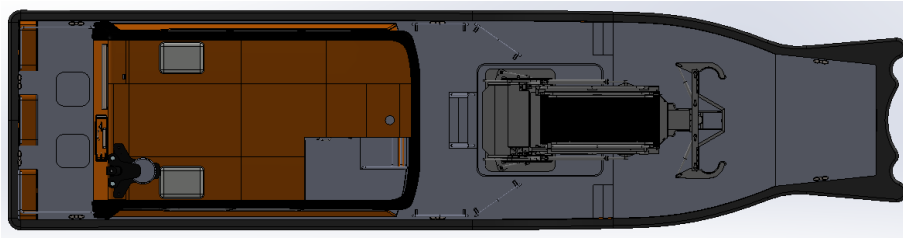
PROZERO 15M DCW CREW TRANSFER VESSEL

OFFSHORE

POLICE / MILITARY

WORKBOATS





Design:	2017 5000-03-37-02
Length overall, approx.:	16,02 m
Beam overall, approx.:	3,89 m
Draft (full load), approx.:	0,70 m
Capacity (incl. crew):	14 persons
Maximum load:	1000 kg
Engines:	2 x inboard diesel

BENEFITS:

This daughter craft is developed for wind farm service, with a specially designed fender for safe transfers. The design of the ProZero cabin ensure a huge amount of daylight, this also improve the personal comfort. Benefits by being significantly lighter than market average are lower fuel consumption and lighter lifting equipment on mother vessel.

OPERATIONAL FEATURES:

Speed: 35 kt (lightweight)
 Speed (cruise): 25 kt
 Fuel capacity: 800 l

DESCRIPTION:

The boat has been built to meet the requirements from the competent authorities, and features a redundant propulsion system.

HULL, DECK AND SUPERSTRUCTURE:

The boat is made of a combination of glass- and carbon fibre as sandwich construction with PVC as core material.

This core material act as a natural buoyancy reserve material, due to its lightweight and zero water-absorption. Moreover, the sandwich construction avoids the use of internal stiffeners, increasing the usable internal space and offers a natural insulation capability, improving the comfort in the cabin and manned compartments.

FENDER:

The fender is constructed of closed cell polyethylene foam. Not deflating with solid core that cannot lose buoyancy or absorb water. Damage is strictly cosmetic keeping crew safe.

The fender has a special profile in the boat's bow and stern shaped to fit into the docking station of the wind mills, enabling a safe transfer between this one and the boat. Also, fender sections in this areas is a separate wearing part bolted to a special reinforced composite profile in the bow, so it can be easily replaced.

DECK:

Deck is divided in three levels, aft deck, main deck and bow transfer platform, with stepped access in between the last two.

Equipped for single point lifting hook.

Deck is self-bailing.

Cargo area in the front deck.

6m hydraulic telescopic compensated gangway in the foredeck, able to damp a vertical movement of up to 2,5m. The gangway has a hydraulic lifting mechanism to optimize coxswain visibility.

8 metallic mooring bites.

Aluminium railings in aft and fore deck.

Railings are detachable in the fore deck to allow access to the cargo area and secondary access to the bow transfer platform.

Aft platform over the water jets

CABIN & COCKPIT:

Toilet with WC and washbasin.

12 comfort seats for passengers plus 2 pilot seat.

Hinged door in the aft of the cabin.

Hinged door in the front of the cabin.

Defreeze system for windows with hot air blowers.

All windows are glued into the structure.

Comfort insulation in the cabin.

Protected exit on the cabin front, in starboard side, for access to the lifting hook and to the transfer area.

TECHNICAL:

ENGINES, PROPULSION, STEERING etc.

2 x inboard diesel engine

2 x water jet.

Redundant propulsion system.

TANKS:

Structural diesel tanks.

Independent fresh water tank.

Independent dark water tank with odourless filter.

ELECTRICAL SYSTEM & LIGHTING:

All electrical wiring in marine cable.

Shore power with control lamp, marked fuses, earth connection.

Isolation transformer with earth plate for protection of galvanic corrosion.

24-volt electrical system.

1 x searchlight on cabin roof, manual operated.

Navigational lights.

2 x floodlight on the working foredeck

2 x floodlight on the aft cargo deck.

NAVIGATION & ELECTRONIC EQUIPMENT:

Complete engine instruments supplied by engine manufacturer.

Fuel gauge.

Control panel for all lighting and other electrical equipment.

1 x magnetic compass

SECURITY EQUIPMENT:

Bilge pumps

Fire extinguisher at helmsman station

Automatic fire extinguisher system in engine room.