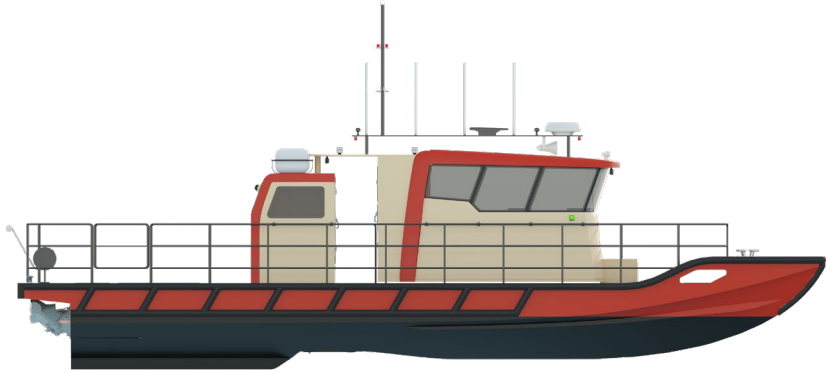
OFFSHORE

DEFENCE

WORKBOATS



Design:	**2017 | 5000-03-60**
Length overall, approx.:	**14 m**
Beam overall, approx.:	**3,74 m**
Draft (full load), approx.:	**0,92 m**
Displacement (full load) approx.:	**14.000 kg**
Capacity:	**5 persons**
Maximum load:	**1.500 kg**
Engines:	**2 x inboard diesel**

BENEFITS:
The 14m subsea survey boat is designed to accommodate workspace for 2 subsea specialists in addition to the helmsman's workstation. The design enables efficient surveys under changing weather conditions and the hydrodynamic profile of the hull minimizes turbulence that can interfere with the highly sensitive measuring equipment. The advanced sonar equipment is recessed into the hull structure to protect it against adverse conditions. The equipment includes high-performance sensors and processors that can capture the signals, manage multiform data streams and constantly produce and store high-quality information that truthfully represents the sea floor.
The cabin has been designed with acute attention to ergonomics and working environment. Noise insulation ensures comfort and easy communication under all operating conditions and the layout have been organized to facilitate workflow coordination, both during the missions and during transport to and from the sites.

The cockpit layout is arranged to maximize the use of state-of-the-art operations management equipment and electronic aids for situational awareness.

OPERATIONAL FEATURES:
Speed: 32 kts (with 3 persons).
Speed (cruise): 25 kt.
Range: 8 hours at cruise speed.
Fuel capacity: 2.000 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 acts 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 has a D profile of 85 x 75 mm. It is made of hard rubber and bolted to the hull.

DECK:
Deck is self-bailing.
Large working area aft of the cabin.
6 mooring bites.
Aluminium railings on aft and fore deck.

CABIN & COCKPIT:
Toilet with WC and washbasin and technical room in separate cabin.
Main cabin mounted on anti-vibration shock mounts to ensure low noise levels.
2 Hydrographical workstations and a combined helmsman/workstation.
1 bench and table in the aft of the main cabin.
Hinged door in the aft of the cabin.
Defreeze system for windows with hot air blowers.
All windows are glued into the structure.
Led lights in cabin and cockpit.

TECHNICAL:

ENGINES, PROPULSION, STEERING etc.
2 x inboard diesel engine .
2 x water jet.
Redundant propulsion system.
Independent diesel generator – 230V.

TANKS:
Structural diesel tank with hatch and filling protection.
Independent fresh water tank.
Independent black 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.
Main switches with separate battery systems for start, navigation and consumption.
Battery charger with indicator.
1 x searchlight on cabin roof, manually operated.
Navigational lights.
Floodlights on foredeck and aft 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.

Pro Zero | Tuco Marine Group | Krogsbjergvej 2 | DK-5600 Faaborg | www.prozero.dk | mail@prozero.dk | +45 70 20 38 98