



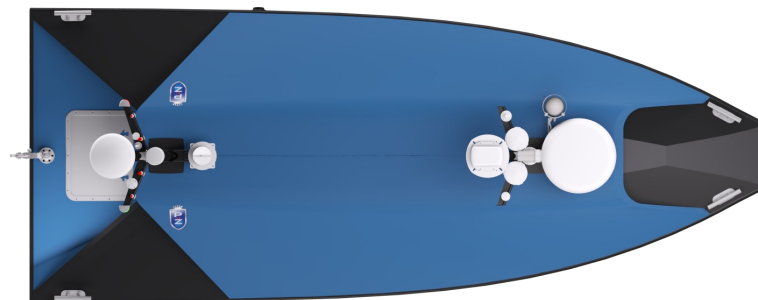
5000-01-35-08 ProZero 6m OSR

OFFSHORE

DEFENCE

WORKBOAT





Design:	2023 5000-01-35-8
Length overall, approx.:	5,99m
Beam overall, approx.:	2,37 m
Draft (full load), approx.:	0,73 m
Capacity:	Unmanned
Maximum load:	1000 Kg
Engines:	2x Inboard Diesel

BENEFITS:

ProZero 6m USV - the ultimate solution for autonomous oil spill response operations. This state-of-the-art unmanned surface vessel is specifically designed and expertly crafted to collaborate with other vessels and perform the most efficient offshore oil spill response missions. It will tow oil-boom equipment, enabling it to efficiently contain and clean up the spill.

The ProZero 6m unmanned surface vessel is engineered to work in tandem with other vessels in the fleet, communicating seamlessly with other autonomous systems to ensure a coordinated response. With its advanced sensors and communication systems, it can autonomously navigate to the spill site and operators can assess the situation in real-time. Mission control centre can quickly and accurately identify the size and location of the spill and provide critical data to other vessels in the fleet, enabling them to respond effectively and efficiently.

Built to last, the ProZero 6m unmanned surface vessel is constructed using the latest in composite materials, making it highly durable and low maintenance. Its innovative design also allows for customization to meet specific operational needs of our clients.

OPERATIONAL FEATURES:

Speed: ~14 kt.
Speed (cruise): ~10 kt.
Range: ~2000nm.

DESCRIPTION:

The boat has been built to meet the requirements from the competent authorities.

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.

FENDER:

The fender is built from a hard rubber holed D profile fender. The fender is bolted to the hull and protects the hull all around.

DECK:

1x forward placed + 1x aft placed mast for optimum position of observation module.
Deck is self-bailing.
4 mooring cleats.
Hatch giving access to engine room.
Remote release single point lifting system.
Remote release painter hook.

SUPERSTRUCTURE:

The superstructure is designed to handle adverse weather and provide a stable platform for towing operations. Furthermore, ensuring able installation space for various equipment inside, minimizing clutter top side. The superstructure can be fitted with further hatches for couplings to hydraulic PTO for powering external equipment. The great volume of superstructure allows for added equipment such pumps, winch and other equipment demanded.

ENGINES, PROPULSION, STEERING etc.

2 x Inboard diesel engines for redundancy.
Autonomous and remote operations
Propellers protected against debris and grounding.
Complete propulsion and steering system integrated into hull for added protection.

TANKS:

Structural diesel tank with hatch and filling protection.
Independent freshwater 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.
Navigational lights.
Floodlights on the deck by request
Searchlight.

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.
1x Radar.
1 x Echosounder.

SECURITY EQUIPMENT:

Bilge pumps.
Automatic fire extinguisher system in engine room.