



Vessel Details

Dimensions (Length/Beam/Draft): 36m/8.5m/2.8m

Moulded Draft: 4.2m

Air Draft: 19 m

Tonnage: 290 GT /

Displacement: 87 NT 346 tons

Hull Construction: Steel, Aluminium superstructure

Built: 1978 by: Lunde Skipsverft for Swedish Coast Guard. Used by Swedish Coast Guard Up to 2010 Renovated 2011 for Hosvik Shipping in Norway Modified 2013 for work in tropical weather.

Inspections/Certifications:

Classification Society: RINA (Ice, salvage, utility, cargo handling equipment)

Fully compliant with registered flag regulations/requirements. Member of International P&I club

Propulsion & Power

Main Engines (2): B&W Alpha 406 – 26VO, 1320 Hp @ 413 RPM

Gears (2): B&W

Propellers (2): Alpha variable pitch propellers

Bow Thruster: Ulstein 24 T – 1000 mm – 200 HP 205 KW (216 KVA)

Generator 1: Stamford MHC 434E generator driven by Volvo TAMD 120 AHC

Generator 2: 180 KW (172 KVA) AVK generator Driven by Scania D 11 MO1 NV

Speed, Economy & Capacity

Cruising Speed: 10NM

Maximum Speed: 12NM

Diesel Capacity: 100.000 L

Consumption at 8NM: 2,400L per day

(Peak speed/consumption ratio)

Consumption at 4-5NM: 1,800L per day

Consumption on Genset only: 600L per day

Fresh Water: 23 m³ + 2 x desalination plants 120/liter/hour

Grey Water: 5 m³

Ballast: 12.2 m³ in bow, 14.6 m³ aft

Cooling Water Tank for use In ice conditions: 8.8 m³

Used Oil Tank: 4.3 m³

Foam Tank: 1.55 m³



Deck Equipment and Other Facilities

Deck Space aft: 126m² (about 15,96 x 7,9 meter gross)

Cargo Hatch, hydraulic: Free opening L= 4m, B=3m, 84m

Large Cargo hold: 49 m² floor space. Max L=9 m

Hiab Sea-crane 200: 9.400 kg@ 2 meters outreach with wire winch and radio remote control. Crane are man-riding

Hiab Sea-crane 180: 9.000 kg@ 2 meters outreach with wire winch and radio remote control. Crane are man-riding

Davit Master: 1 ton manual Davit on stern (can provide some light A-frame requirements)

Bauer Tugger winch x 2:15 ton capacity, apr. 500m steel-wire on each, on port and starboard aft

Stern-roller: 3 x 0, 3 m stern-roller

Hydraulic Capstan: On stern starboard side

Container Locks: Fastening for 2 x 20 'container on deck

Puller: 14 pc

Control Room/Dry Lab: On main deck facing aft for 2 person

Port & Starboard Echo Sounder:

Can accept different configuration of survey equipment

Poles

Echo Sounder: Kongsberg EA 600 Single beam deepwater echo sounder

MRU 3: Kongsberg Motion Reference Unit



Navigation and Communication Instruments

Radar 1: Furuno FR 2115 ARPA 21' display

Radar 2: Furuno FR 1505 ARPA 15' display

Dynamic Positioning: Robertson ROBPOS RMP DP system

Autopilot: Robertson AP9-MKIII autopilot

Gyro: Robertson RGC 50 gyro compass

GPS Compass: Furuno GPS compass with Furuno RD-30 repeater

Magnetic Compass 1: Plath 100 mm magnetic

Magnetic Compass 2: Bergen Nautic 150mm

Echo-sounder: Furuno FCV-620 echo-sounder

Navtex: Furuno NX-500 Navtex

AIS: Simrad AI-80

Navigation Computer (2): Transas ECS Nav Fisher 3000 with dual displays

Signal Controller: Kockums TI40

Satellite Communication 1: 2x Inmarsat C Felcom 18 for GMDSS A3

Satellite Communication 2: Simrad Fleet 55 Sat Com

Satellite Communication 3: Fleet broadband 150 –Email, Internet, Voice

Internal Communication: Ampildan Commander Intercom

Motorola MCS 2000 Internal Radio: x5

Radio Communication: GMDSS A1 + A2+A3

SSB Radio x 2 SPERRY RE 2100 / SPERRY COMPACT

VHF DCS TRANSCEIVER x6

VHF Portable Radio x3

Portable Sat Phone x1

Health, Safety, Security & Environment

Life Jackets X 38

Life raft Viking 2 x 12 pax + 2 x 16 pax

Life rings X 5

Man overboard X 1 smoke/light + 3 light

EPIRB x 2 E SA SMARTFIND

SART x 2 RESCUER and TRON

Intercom and announcing systems

Closed circuit TV (Decks/Eng. room)

CLS

Rescue zone on port side

120m³/hour Fire Monitor on top Deck. Foam tank 1, 55m³

CCTV Camera On aft deck

Remote controlled Norse Searchlight

Fire Alarm System: Servoteknikk BMS-904 alarm central

Tender Configurations

Avon 5.4 meters with 1 x 65 HP Yamaha

NPT 6 meters with 2x 55 HP Yamaha (Security/Work Boat)

The vessel is registered and follow IMCA CMID and OCIMF OVID standards, for offshore operation and also ISM codes for ships exceeding 500 tons. The vessel operates according to the SMS (safety management system) detailing procedures for a variety of HSSE regulations and best practices.

Disclaimer

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