PRO:ZERO BOATS

Military – Police – Work

www.armour.gr
www.avista-ventures.com
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PRO:ZERO 13.0m DCW - TRANSFER

This daughter craft is developed for wind farm service, with a specially designed fender for safe transfers.

The design of the ProZero cabin ensures a huge amount of daylight, this also improves the personal comfort.

Benefits from being significantly lighter than market average by having lower fuel consumption and lighter lifting equipment on mother vessel.

Supporting the great and proven sailing capabilities.

PRO:ZERO 13.0m DCW - TRANSFER

Design:2014 | 5000-03-02
Length overall:13,16m
Beam overall:3,85m
Daft (full load):0,73m
Engines: Double inboard diesel

DIMENSIONS:

Length, Overall: 13,16 m
Beam Overall (with fender): 3,85 m
Draft (full load, hull): 0,73 m
Freeboard Amidships(full load): 1095 mm
Height above waterline: 3,24 m
Height keel-lifting hook (transport): 3,97 m
Displacement Light weight: 6.000 kg
Displacement Full load: 8.500 kg
Crew: 2
Capacity : 8 passengers
Maximum Load: 1500 kg

OPERATIONAL FEATURES:

Speed (max): +30 kt
Range: min. 8 hours.
Fuel capacity: 1050 l

DESCRIPTION:

The boat is unsinkable. Made from a combination of glass- and carbon fiber as sandwich construction with PVC as core material. The core material act as a natural buoyancy reserve, due to its lightweight and zero water absorption. The sandwich construction avoids the use of internal stiffeners, increasing exploitation of internal space while working as insulation, improving comfort in the cabin.

FENDER: The fender is composed of closed cell polyethylene foam. Non deflating with a solid core that cannot lose buoyancy or absorb water. Damage to the fender is strictly cosmetic keeping crew safe. The fender system absorbs impact protecting the vessel from damaging deformation. The design of the fender allows it to fit on to the docking station of ocean wind mills, enabling safe transfer between mill and vessel.

DECK:

Single point lifting hook.
Deck and cabin are self-bailing.
Large working area in the fore deck.
Raised Transfer platform in the bow with stepped transition between deck and ocean mill.
Storage for mooring equipment
6 mooring bites.
Railings on aft and fore deck.
Aft platform over the water jets

ENGINES, PROPULSION, STEERING & MANOUVERING:

2 x inboard diesel engines
2 x water jets

FUEL TANK:

1 x structural 1200 litre diesel tank with hatch and filling protection.
1 x 100 litre independent fresh water tank.
1 x 100 litre 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 and shore cable.
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, manual operated.
Navigational lights.
2 x floodlight on the working foredeck

NAVIGATION & ELECTRONIC EQUIPMENT:

1 x 12” chart plotter
1 x GPS
1 x echo sounder
1 x 24 nm range radar
Electric engine controls. Complete engine instruments with RPM, temperature, oil pressure and voltmeter for start batteries supplied by engine manufacturer.
Fuel gauge.
Control panel for all lighting and other electrical equipment.
1 x fixed Sailor VHF radio
1 x magnetic Compass

SECURITY EQUIPMENT:

1 x manual bilge pump
2 x electrical emergency pump in bilge, manual start, in the bilge and in the engine room
1 x fire extinguisher at helmsman station
1 x automatic fire extinguish system in engine room.
1 x medical First Aid box
10 x lifejackets
1 x SOLAS approved inflatable life raft

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