PRO:ZERO BOATS

Military – Police – Work

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PRO:ZERO DCW 10.0m Harbor Service Boat

This daughter craft has a large aft deck working area which is accessed from the cabin.

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 is lower fuel consumption.

Supporting the great and proven sailing capabilities

PRO:ZERO 10.0m DCW

Design: 2014 | 5000-03-05
Length overall: 9,98m
Beam overall: 3,85m
Daft (full load): 0,65m
Engines: Single inboard diesel

DIMENSIONS:

Length, Overall: 9,98 m
Length hull: 9,27 m
Beam Overall (with fender): 3,85 m
Beam (without fender): 3,50 m
Draught (lightweight): 0,60 m
Draft (full load, hull): 0,65 m
Freeboard Amidships(full load): 1175 mm
Freeboard –Bow (full load): 1600 mm
Height above waterline (cabin roof): 3,45 m
Height keel-cabin roof (transport): 4,20 m
Displacement Light weight aprox. (d=0.60 m): 4.500 kg
Displacement Full load aprox. (d=0.65 m): 5.400 kg
Crew: 2
Maximum Load: 1200 kg

OPERATIONAL FEATURES:

Speed (max): 20 kt
Range: 5 hours full power.
Fuel capacity: 300 l

HULL, DECK AND SUPERSTRUCTURE:

The boat is unsinkable. The boat is made of a combination of glass- and carbon fibber 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.

Fender system absorbs major impacts and retains integrity and shape. ProZero fender’s profile gives substantially more interior room than a comparable RIB. The fender could be easily detached and attached for transport and maintenance.

DECK:

Decks are self bailing in interior cabin, aft deck and foredeck.
Large working area in aft deck.
Stepped transition from aft deck to foredeck.
Stowage for mooring equipment
6 x mooring bites
Aft platform over the sterndrive
Arch with and horizontal winch on top
Electric winch.
Aluminium railings

CABIN, COCKPIT & FORECASTLE:

Hinged door in the aft of the cabin.
Forecastle with large storage space.
Main access to forecastle through the cabin and emergency exit through roof hatch.
Windshield wiper with interval relay.
Lights in cockpit with dual mode white / red light.
Chart lamp with white and red light.
Comfort insulation in the cabin.

ENGINES, PROPULSION, STEERING & MANOUVERING:

1 x Volvo Penta D6 Inboard diesel engine
1 x Volvo stern drive.

TANKS:

1 x structural 300 litre diesel tank with hatch and filling protection.

ELECTRICAL SYSTEM & LIGHTING:

All electrical wiring in marine cable.
Shore power with control lamp, marked fuses, earth connection and 20 m 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.
4 x floodlights on cabin roof.
Navigational lights.

NAVIGATION & ELECTRONIC EQUIPMENT

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 VHF radio
1 x echo sounder
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 extinguisher system in engine room.
1 x medical First Aid box
4 x lifejackets

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