

PRO:ZERO BOATS



Military – Police – Work



PRO:ZERO DCW TRANSFERER



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.

PRO:ZERO 10.0m DCW - TRANSFER

Design: 2015 | 5000-03-19

Length overall: 10,5m

Beam overall: 3,85m

Daft (full load): 0,70m

Engines: Double inboard diesel engines

DIMENSIONS:

Length, Overall: 10,59 m
Length hull: 9,29 m
Beam Overall (with fender): 3,85 m
Beam (without fender): 3,50 m
Draft (full load, hull): 0,80 m
Freeboard Amidships (full load): 1095 mm
Height keel-lifting hook (transport): 3,90 m
Displacement Full load approx. (d=0.70 m): 6.500 kg
Crew: 2
Capacity : 4 Passengers
Maximum Load: 500 kg

OPERATIONAL FEATURES

Speed (max): +30 kt
Speed (cruise): 25 kt
Range: 8 hours at cruise speed.
Fuel capacity: 600 l

HULL, DECK AND SUPERSTRUCTURE:

The boat is made of a combination of glass- and carbon fiber 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 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 has a special profile in the boat shaped to fit into the docking station of the wind mills, enabling a safe transfer between this one and the boat. Also, the frontal section is a separate wearing part bolted to a special reinforced composite profile in the bow, so it can be easily replaced.

DECK

Single point lifting hook.
Deck and cabin are self-bailing.
Large working area in the fore deck.
Transfer raised platform in the bow with stepped transition between this one and the main deck, and with a rest area in both sides of the gate to accommodate an assistant during transfers with anti-skid surface.
Stowage for mooring equipment
6 mooring bites.
Railings in aft and fore deck.
Modular detachable railing on deck on the way cabin's door – bow gate to enable safe operation in rough seas.
Aft platform over the water jets

CABIN & COCKPIT:

Toilet with WC and washbasin.

4 comfort seats for passengers plus 2 pilot seats

The seats are fixed to a special railing system on cabin's floor that allows to easily remove or add seats, thus enabling to use the boat with different configurations according to each situation requirements.

Hinged door in the aft of the cabin AND Hinged door in the front of the cabin.

Glazed hatch to access the mast.

Composite hatch to access the lifting hoof.

Double hatch in roof and cabin floor / main deck to access the engine room.

Windshield wiper with interval relay.

Defreeze system for windows with hot air blowers.

All windows are glued into the structure.

Led lights in cabin and cockpit.

Chart lamp with white and red light .

Comfort insulation in the cabin.

Heating system.

ENGINES, PROPULSION, STEERING & MANOUVERING

Redundant propulsion system with two independent engine rooms.

2 x inboard diesel engine AND 2 x water jet.

TANKS: 1 x structural 600 litre diesel tank with hatch and filling protection.

1 x 50 litre independent fresh water tank.

1 x 50 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 20 m shore cable.

Isolation transformer with earth plate for protection of galvanic corrosion.

24-volt electrical system.

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 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.

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 extinguisher system in engine room.

1 x medical First Aid box

10 x lifejackets

1 x lifebuoy

1 x SOLAS approved inflatable life raft.

