

20 SURVIVOR SBSV PUTFORD SKY



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DIMENSIONS

LOA	41.38 m	135.76 ft
BREADTH	9.75 m	31.99 ft
DRAFT (MAX)	4.13 m	13.55 ft
FREEBOARD (MAX)	1.0 m	3.28 ft
GT	459	
NT	117	
RESCUE ZONE	2 x 5 m	6.6 x 16.4 ft

MACHINERY

MAIN ENGINES	2 x MAKE: Allen BHP: 520 each
PROPELLERS	1 x Liaaen C.P
RUDDERS	Steering Kort Nozzle
AUXILIARIES	2 x 156 Kw Each 415V
THRUSTERS	Bow: 400 HP Gilljet driven by Volvo diesel

CAPACITIES

FUEL	71.3 t
FRESH WATER	55 t
BALLAST	4 t
DISPERSANT	Capacity for 5000 litres

PERFORMANCE

SERVICE SPEED	9.0 knots
MAXIMUM SPEED	10.5 knots

FUEL CONSUMPTION

ON LOCATION	1.2 TPD
CONTROLS	Bloctube - In Wheelhouse

ACCOMMODATION

SURVIVORS	Reception area, treatment room, ward with 10 berths, 5 toilets, 5 showers, 5 washbasins, seating for 25, separate morgue – all separate from crew spaces.
CREW	8 x 1 berth cabins, 4 x 2 berth cabins, large mess room and galley.

RESCUE FACILITIES

FRC 1	15 man, Avon SR6, powered by 2 x 60 HP Yamaha outboards and spare. Launched by Schat single arm davit
FRC 2	9 man, Avon SR5, powered by 1 x 60 HP Yamaha outboard and spare. Launched by Schat single arm davit
DACON SCOOP	Fitted
BASKET	6 man Cosalt type
CRANE	Effer 25000 – 3S for Dacon Scoop and FRC, 2100Kg at 9.7 metre reach
SWL	

FIRE FIGHTING

DRENCH SYSTEM FOR NEW CODE

NAVIGATION EQUIPMENT

RADAR 1	Furuno FR 2110 ARPA
RADAR 2	Furuno FR 8050DA
AUTO PILOT	Robertson AP45
ECHO SOUNDER	Kelvin Hughes MS44
GPS	Furuno GP 80
GPS	Furuno GP 30
GPS	Shipmate RS 4001
GYRO	Robertson RGC 50
NAVTEX	ICS Nav 5

RADIO EQUIPMENT

MF / HF TRANSCEIVER	Furuno FR 1562-25
VHF 1	Sailor RT 2048
VHF 2	Sailor RT 2048
AERO DF	Furuno FD 521
DSC	Furuno DSC – 6A
HELICOPTER SET	Icom IC – A200
VHF DSC	Furuno FM 8500
VHF HOSPITAL	Sailor RT 144C
CELLPHONE/FAX NO	

DOCUMENTATION

REGISTERED	Lowestoft, U.K.
OFFICIAL NO	309505
CALL SIGN	GWMA
BUILT	1967
CONVERTED	1983
MODIFIED	1992
CLASSIFICATION	Lloyds + 100 A1
DTP CLASS	8A

This specification is preliminary and subject to change without notice. Exact tank capacities, deadweight, deck cargo capacity and other figures that have been calculated and may change when the actual vessel is delivered.

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