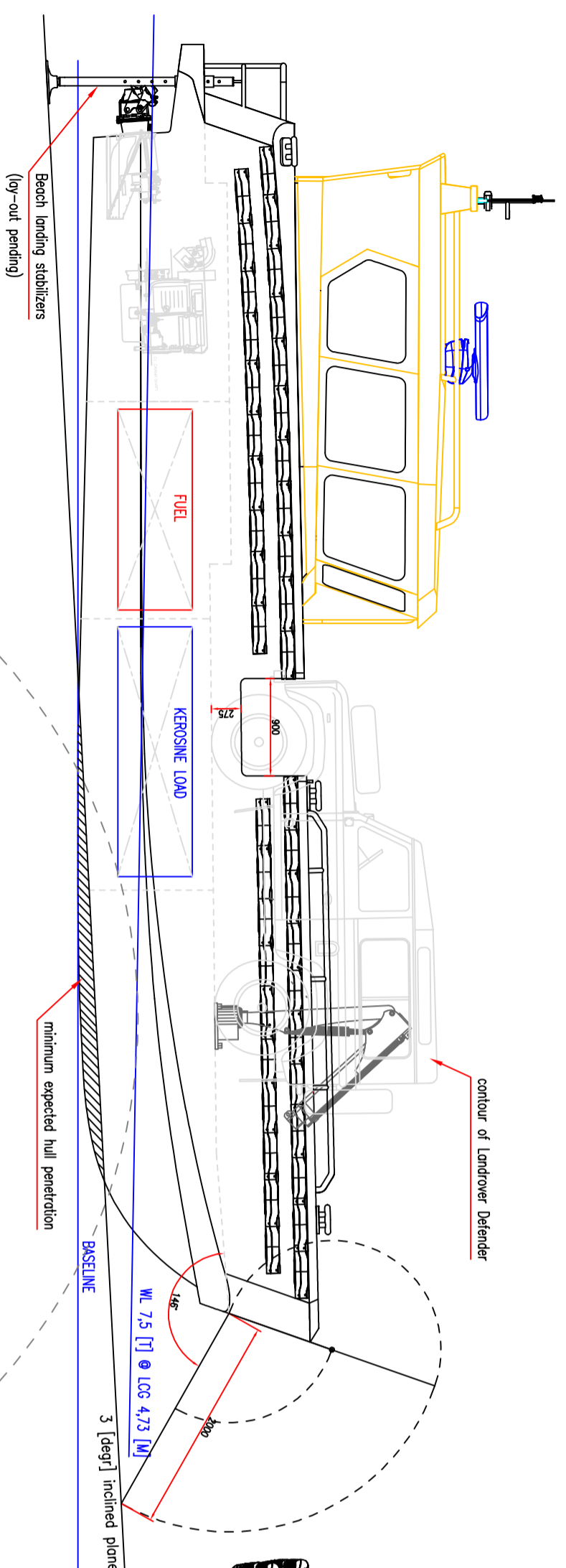
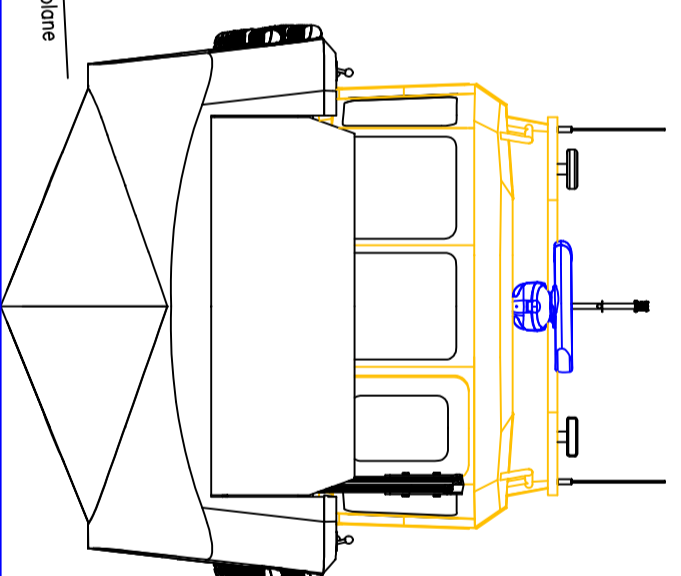


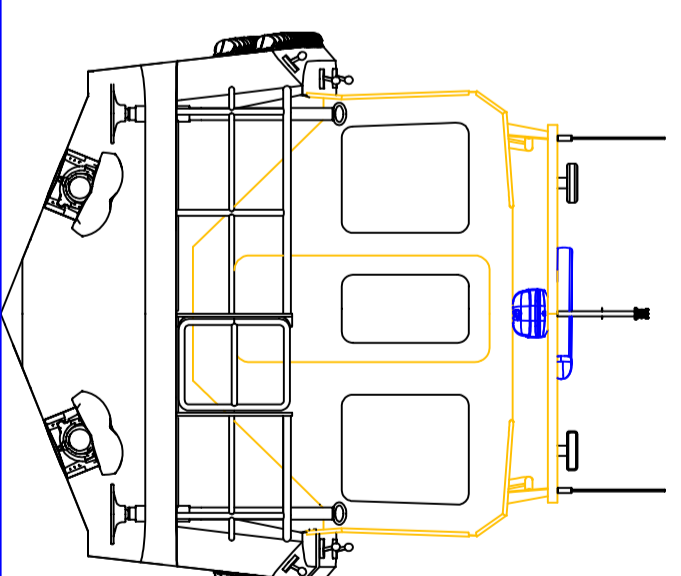
STARBOARD VIEW



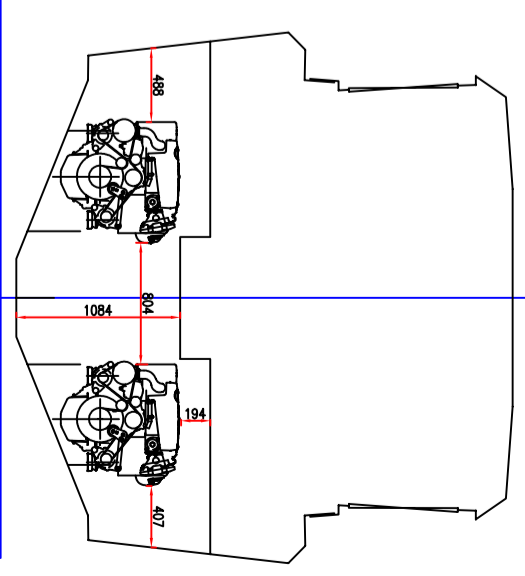
FRONT VIEW



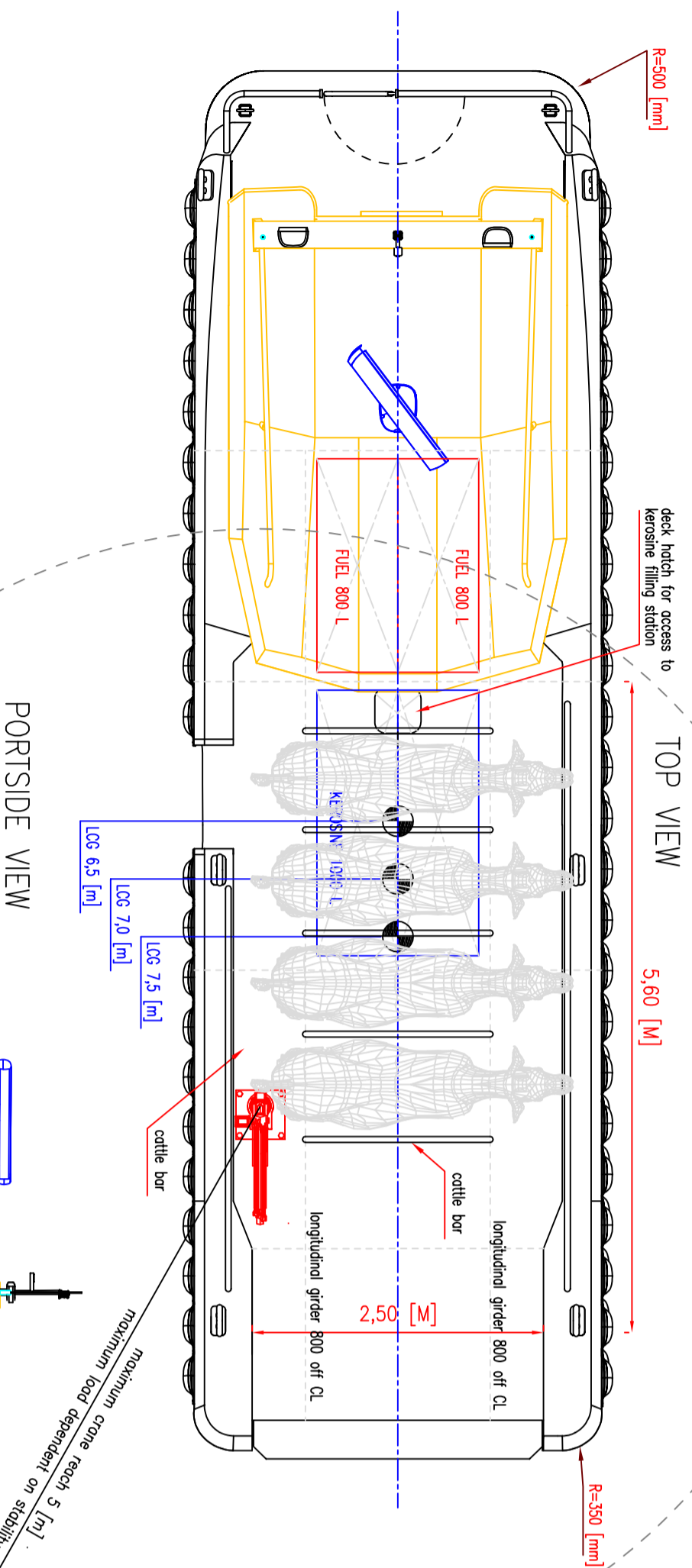
AFT VIEW



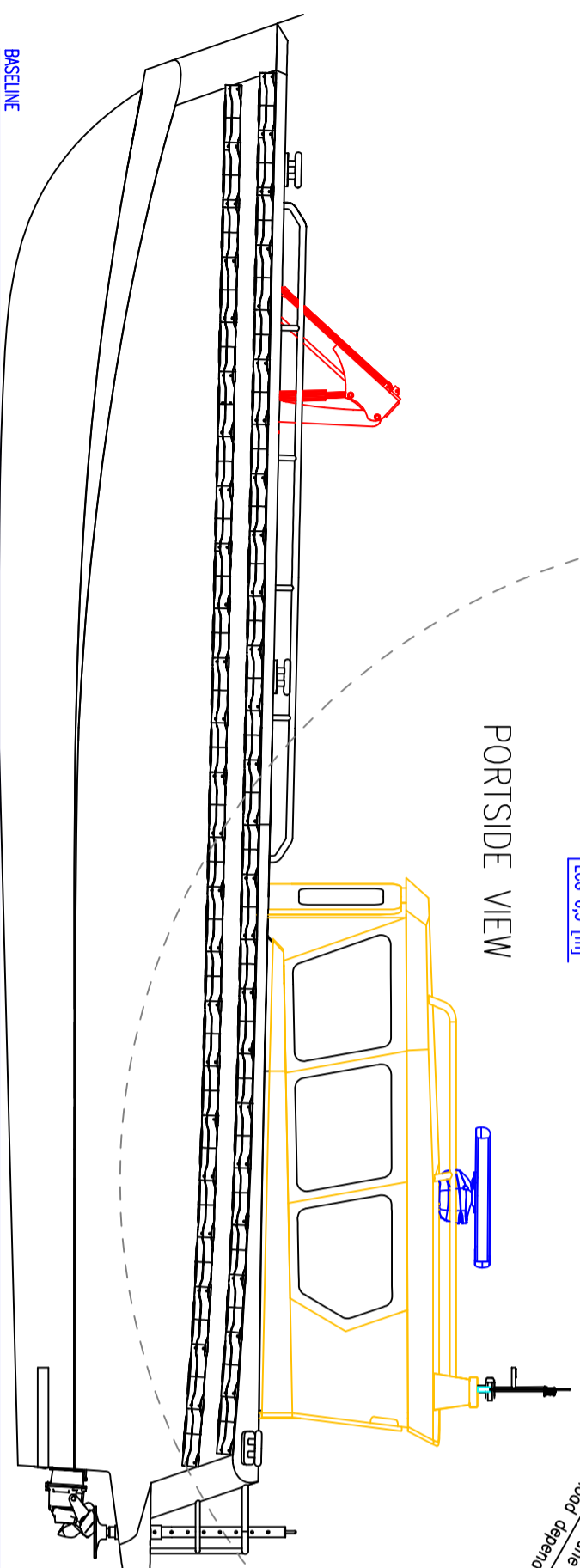
CROSS-SECTION through engines CoG



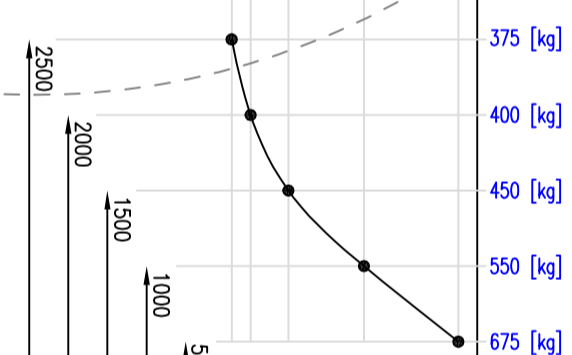
TOP VIEW



PORTSIDE VIEW

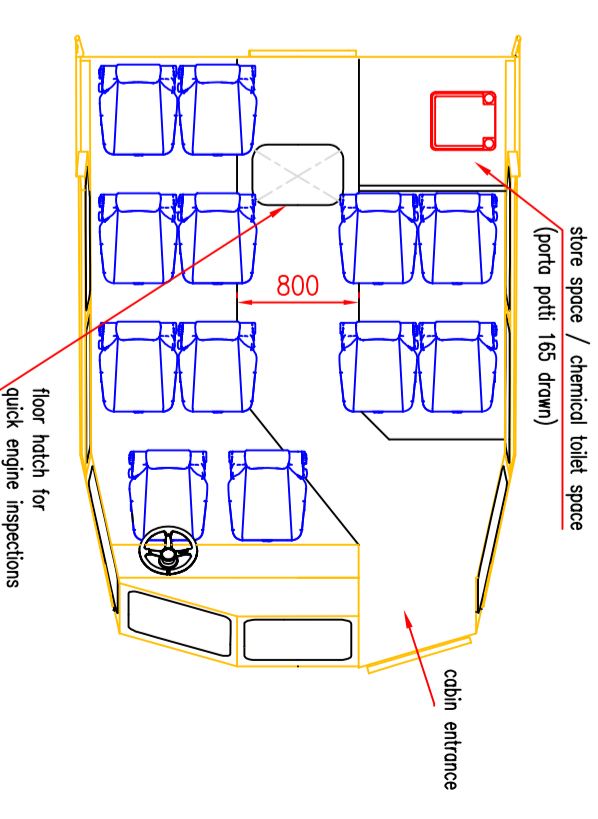


TRANSVERSE CRANE CAPACITIES



Crane capacities are given for light sailing conditions and load of a VOC of 3,5 [m] above baseline. Maximum load value as given relates to a heel angle of approx. 10 [degrees]. Values are approximate and preliminary. Load values will decrease with increasing VOCs.

CABIN LAY-OUT



Main particulars

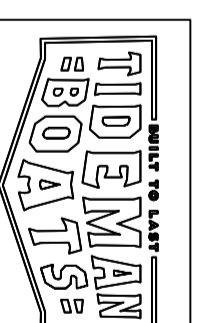
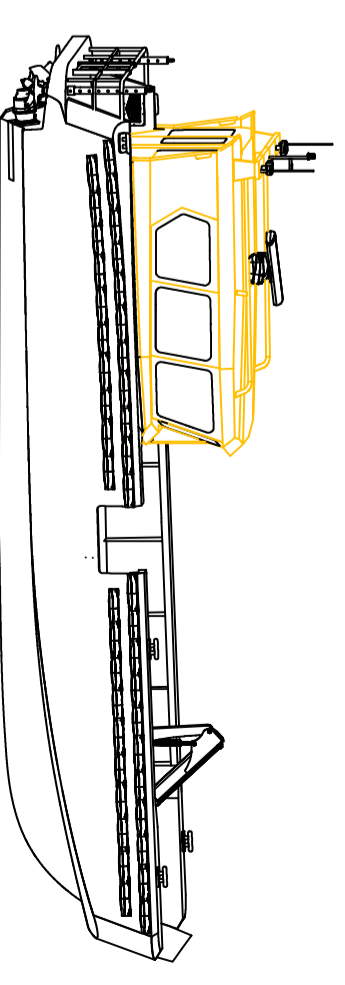
- Length hull (moulded) 11,95 [m]
- Breadth hull (moulded) 3,50 [m]
- Depth (at bow) 2,22 [m]
- Building material Aluminium (hull) HDPE 15, 20, & 25 [mm] Aluminium (wheelhouse) EN-AW 5083, 4 [mm]
- Population 2 x Volvo Perito D4-300 (drawn) or Yanmar 6LP 2 x Alumarin 285 Waterjet Pollinger PC3800 (or equivalent)
- Deck crane Light "arrow" displacement 7,5 [t]
- Deadrise aftship 21 [degr]
- Bow ramp width approx. 2,40 [m]

Loading capacities

- Fuel capacity 2 x 800 [L]
- Person capacity 2 crew + 10 passengers [-]
- Kerosine tank load capacity (bmd) 2 x 1000 [L]
- Deck load capacity (approx. *) 6 [tons] @ LCG 6,5 [m]
- 4 [tons] @ LCG 7,0 [m]
- 2,5 [tons] @ LCG 7,5 [m]

*) Max. deck load values are based only on evidence of low-beam trim. In case of higher VOC's of deck load, stability could become critical.

CONCEPT DESIGN – FOR INFORMATION ONLY



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LC1200 2MW Lombay Island – PRELIMINARY GENERAL ARRANGEMENT

TYPE	HDPE LANDING CRAFT WITH DIESEL WATERJET PROPULSION	OWB NO	NO	NO
VARD NO		CONTRACTOR		
VARD NO		BUILDING YARD		
DESIGNER	TIDEMAN BOATSBUILDERS	SCALE	1:30	PROJECTION
DESIGNED BY	B. de Vries	SCALE	1:30	
APPROVED BY	B. Thijssen	DATE	12-12-2018	