

FOR SALE - 32 Metre Offshore Vessel SHADOW BOAT CONVERSION OPPORTUNITY



vessel description

The 32 metre multi-role catamaran, has a tough workmanlike appearance typifying the work coming out of the specialist yard in southern Australia where she was built. This ocean-going vessel has been used in the pearling industry where she served as a seeding vessel. Consequently, she features a large covered, open 'workshop' type area and large salt water storage tanks.

Built of Marine Grade aluminium, this vessel has been built with heavy scantlings, designed for open ocean use. With a beam of 10.85 metres she is voluminous on deck and has significant working covered working areas.

With two 360HP Iveco marine diesels she has a top speed of 12 knots and cruises very economically at 9. Power is transferred by two Twin Disc MG5114 gear boxes, through conventional shafts driving 5 bladed propellers. There is also a Perkins 75hp and a Iveco 120hp to operate the generators and hydraulics.

She carries 48,000 litres of ships fuel, 20,000 litres of fresh water and has a 2000 Litres per day desalination plant. The vessel impresses with its commercial bulk and multipurpose ability, thus enabling it to efficiently complete a job well. The 2.1 metre draft allows it to work in relatively shallow water, and yet the sturdy construction and stability make it equally at home on the high seas. This vessel is a seamanlike vessel, with traditional craftsmanship on a catamaran form.

general arrangement

Catamaran twin hull - one deck - bulbous bows - transom stern - carvel built welded aluminium alloy - transverse and longitudinal framing

upper deck equipment

Double crucifix aluminium alloy mooring bollard (bit) on the longitudinal centreline with port and starboard drum rollers to lead anchor cables.

Hydraulic anchor winch mounted at the forward end of the upper deck on the longitudinal centreline and is fitted with twin cable lifters and twin warping drums. Windlass model Series 3000.

Chain and anchors to survey specifications.

Tender launching derrick at the aft port corner of the deckhouse with manual operated rope topping lift and hydraulic powered cargo runner drum winch. Boom of 100mm diameter aluminium alloy tubing. Cargo derrick at the aft starboard corner of the deckhouse with manual operated rope topping lift and hydraulics powered cargo runner drum winch. Boom of 100mm diameter aluminium alloy tubing.

wheel house

Helm forward starboard side - lounge aft starboard side - lounge port side forward - skippers cabin with ensuite port side - owners cabin with ensuite port side - office port rear

accommodation – main deck level

Galley athwartships at rear - medic room forward port - dining/lounge tables port - accommodation for 16 crew in 2 and 4 berth cabins - walk-in cool room - walk-in freezer
Toilets aft port side - showers aft port side - galley includes Falcon commercial stove with 6 hotplates, grill and two ovens - Pantry, double sink, twin fridges, microwave.

lower accommodation

Two cabins, one each hull with 3 bunks in each cabin - all accommodation is air-conditioned.

sheltered work deck area

Approximately 110m² sheltered work area.

Double opening doors to each side of the vessel.

Four (4) x 16.5 tonne pearl shell tanks below the deck in the hulls with raised hatches above into the sheltered deck area. Laundry built in forward port side.

Storage area and tool room forward of laundry/merging into the bow.

superyacht support vessel conversion possibilities

The dimensions and enclosed workshop bias of this vessel makes it an ideal candidate for conversion to a shadow boat role. The extensive crew accommodation and expansive covered area forward combine to create, with minimal modification, a vessel that can effectively handle tenders, helicopters, submarines in any number of combinations.

The extended foredeck of the vessel and her inherent stability, make this an ideal platform for helicopter support. There is enough room for full size helicopter landing pad, onboard fuel storage and extensive maintenance areas. All with adequate room for a 110m² fully enclosed garage for tender storage.

The existing accommodation for 25 can be upgraded to accommodate a smaller number of crew at a higher standard. The bridge deck has a captain and mate's cabin already and the bridge area could be upgraded to a full state of the art digital helm area as needed. The four existing salt water tanks are perfect for conversion into 4 x 16.5m³ bunker fuel tanks with minimal work and no impact on the interior arrangement. Currently the vessel is in commercial survey to domestic Australian standards. A gap analysis is required to identify any issues with compliance with large yacht code (LY3) or ship classification society requirements. Concept drawings/sketch renders are attached of these various layout options. Obviously, these are customisable for any specific requirement a client may have. The owner of the vessel, also being the builder, can make any refit modifications required in Australia. Alternatively, if the client prefers to use a yard elsewhere, the vessel is presently fully sea-ready and capable of transiting to anywhere in the world.

further information....

Contact Paul Bury, Bury Design paul@bury.com.au +61 409 865 535 or your presenting agent

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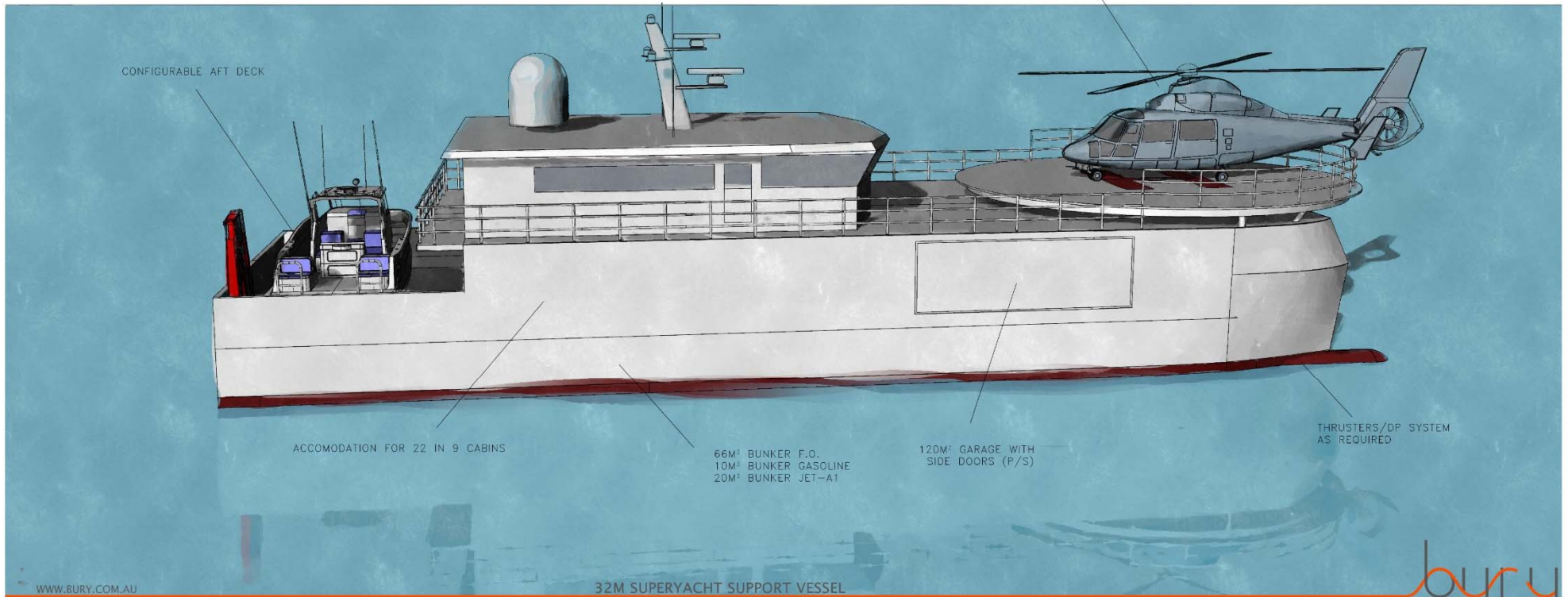


specifications

GENERAL		MACHINERY	
Year Built:	2002	Main Engines:	2x Fiat Iveco Marine Diesel Engines, 360hp
Survey:	3B (34 crew, 25 berthed)	Gear Boxes:	2x Twin Disc MG5114 Red. Ratio 2.04:1
Official number:	857079/IM036	Propulsion:	2x Shaft Drive Stainless Steel 75 mm dia. 2x Independently controlled rudders
Call Sign:	VJD3650	Auxiliary Engines:	
MMSI:	503457600	- Generators:	1x 105 Kva, 1 x 65 Kva
Home Port:	Lakes Entrance	- Hydraulics:	PORT - 1 x Perkins Sabre Marine Diesel Engine Model 4.4 TW 2GM STARBOARD – 1 x Fiat Iveco Aifo Marine Diesel Engine Model 8061.M12
Hull Construction:	Aluminium		
DIMENSIONS		DECK EQUIPMENT	
Length:	32.0 Metres	Anchors:	- 1 x 250kg CQR Port. - 1 x 250kg CQR Starboard
Measured Depth:	3.31 Metres	Anchor warps:	- 2 x 110 metres by 22 mm diameter open link galvanised cable.
Draft(Unloaded):	2.05 Metres	Windlass:	- Hydraulic powered winch with twin cable lifters and twin warping drums.
Beam:	10.85 Metres		
Displacement (loaded):	242 tonnes		
Deadweight capacity:	140 tonnes		
STEERING			
Steering:	Twin rudders, Single 32mm hydraulic Steering Ram - Steering ram fitted up to starboard side tiller arm with link rod connecting the starboard side tiller across to the port side tiller - Hydraulic electric powered steering gear pump, Lafert 2.2kW, mounted in starboard steering gear compartment		
Automatic Pilot:	TMQ Model AP4		
Rudder Angle:	TMQ Rudder Angle Indicator - Rudder indicator mounted in wheelhouse at steering positions		
Steering Station:	Joystick steering control with auto pilot.		
TANK CAPACITY		RADIO & NAVIGATIONAL EQUIPMENT	
Fuel:	57,000 litres	Magnetic Compass:	Silva Type 125 125mm Dia Card
Water:	11,20 litres	Depth Sounders:	JRC Model JFV-130
Bunker F/O:	66m ³	Communication:	Barrett HF Marine Transmitter Model 980 GME Electrophone VHF Marine Transceiver Model GX600
Desalinator:	Novatron Reverse Osmosis System Model 2000	Radar:	JRC Model LMA-2254
ACCOMODATION		Audio:	Kenwood Audio : Tuner – Tape - CD
Cabins:	6 x twin rooms 3 x triple rooms 1 x 4 berth room Total 25 personnel	EPIRB:	Jotron
Galley:	Full Galley facility	Computers:	Compaq. VDU Samsung Syncmaster S22B300. C-Max charts.
Air Conditioned:	Within accommodation	Alarm Panels:	Daly Watchguard. Chubb Fire Protection
		Satellite Telephone:	NEC Model CH-1002. Serial No MOD 8756
		Intercom:	Airphone Model LEF-5
SAFETY EQUIPMENT		PERFORMANCE	
Liferaft:	1 x Surviva 25 MkIV 25 Person, 1 x Marine Coastal 10 Person	Maximum Speed:	12 knots
Lifejackets:	34 x Roaring 40s	Economical Speed:	9 Knots







CONFIGURABLE AFT DECK

HELICOPTER LANDING AREA
CONFIGURATION AS REQUIRED

ACCOMODATION FOR 22 IN 9 CABINS

66M³ BUNKER F.O.
10M³ BUNKER GASOLINE
20M³ BUNKER JET-A1

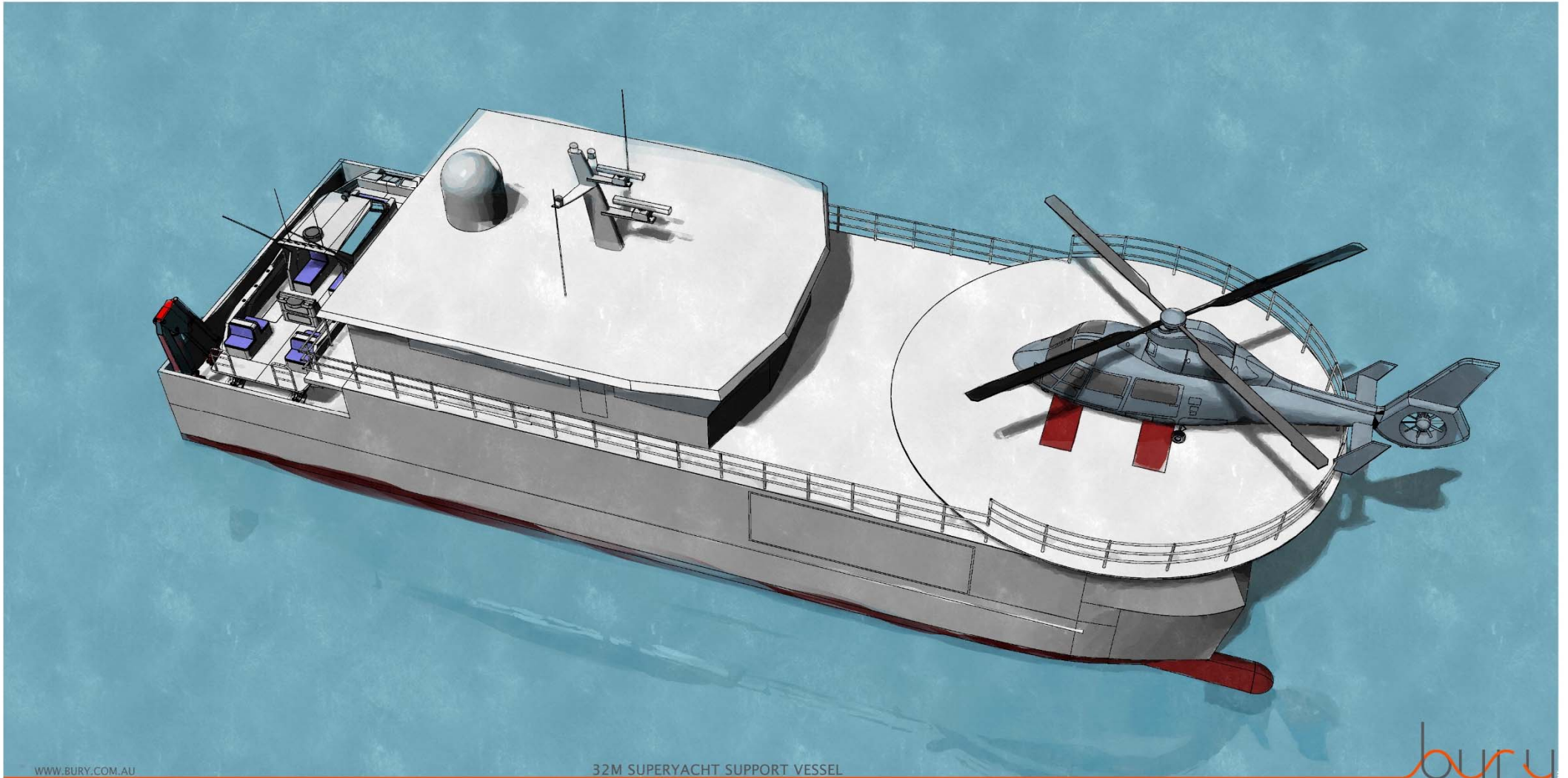
120M² GARAGE WITH
SIDE DOORS (P/S)

THRUSTERS/DP SYSTEM
AS REQUIRED

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32M SUPERYACHT SUPPORT VESSEL
CONCEPT SKETCHES DEC 2017

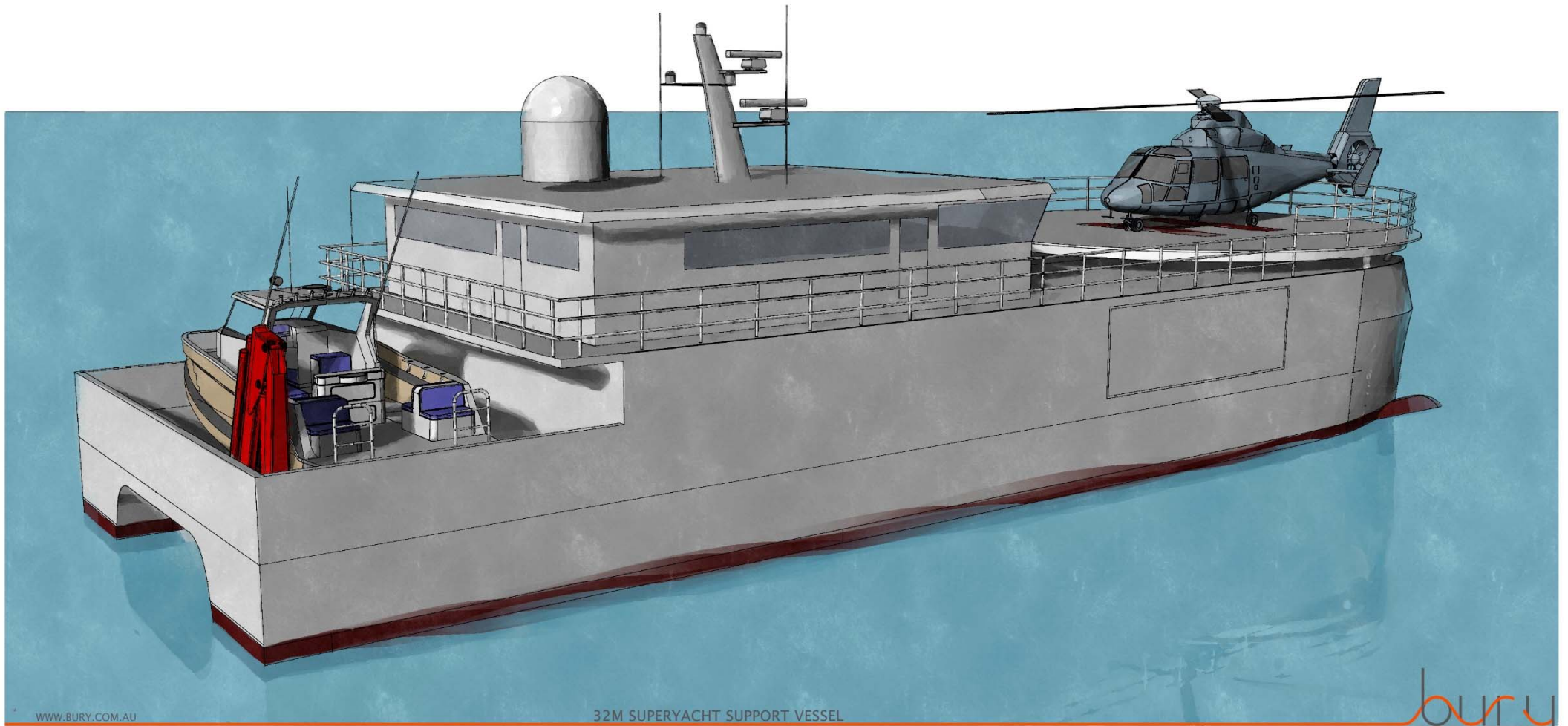
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DESIGN



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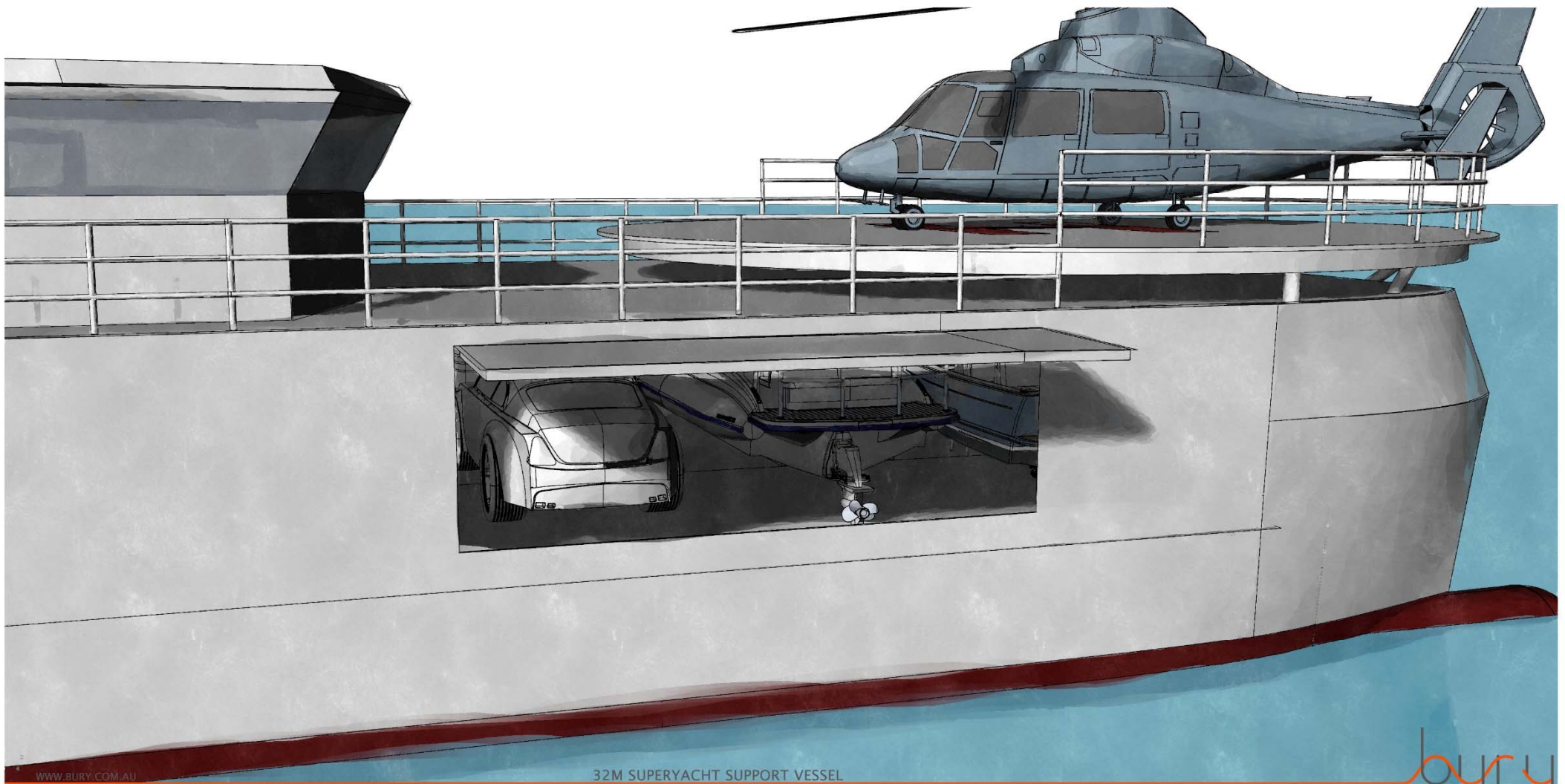
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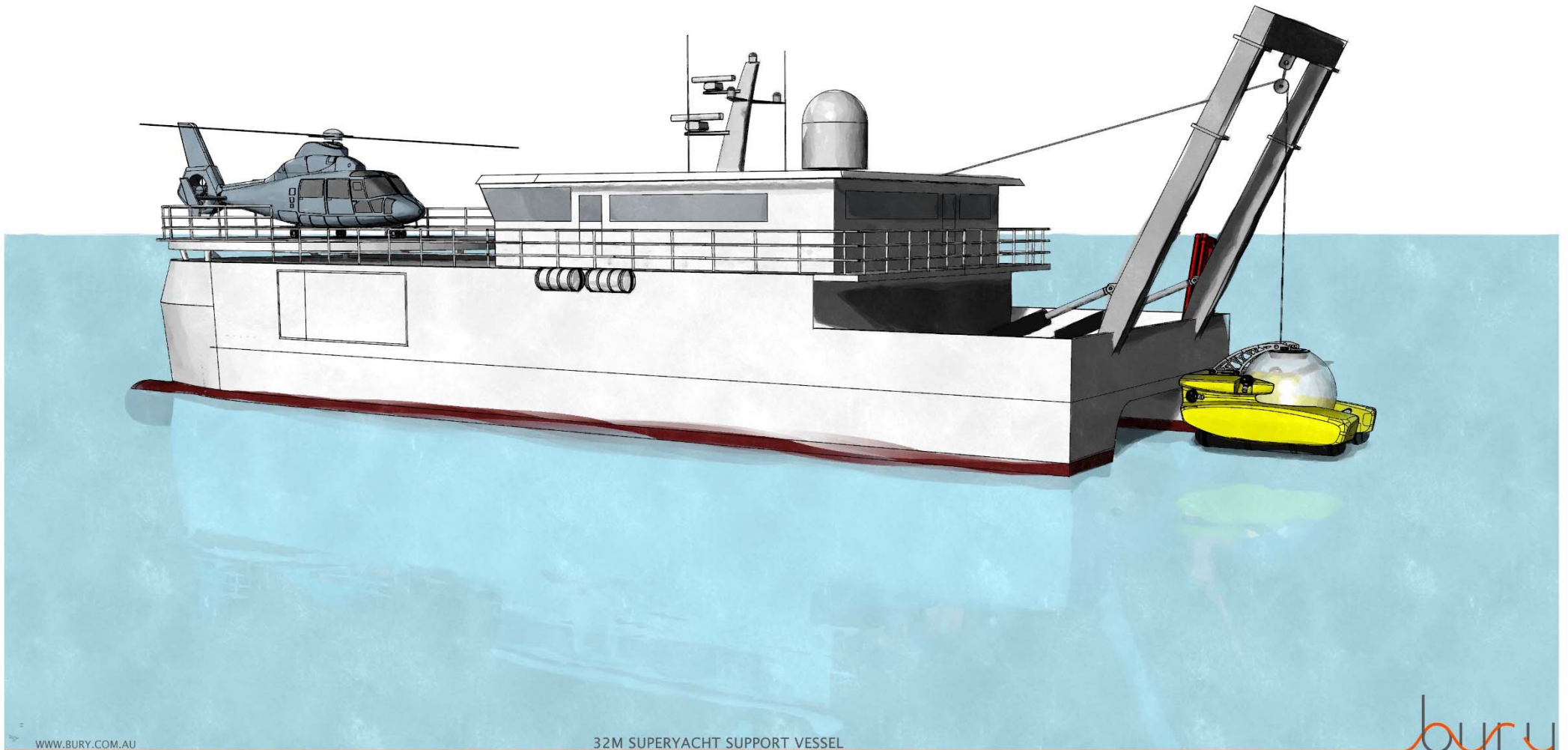
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