

FOR SALE - 34 Metre Offshore Vessel SHADOW BOAT CONVERSION OPPORTUNITY



vessel description

The 34 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 is often seen deployed working on the oil and gas fields off the Eastern coast of Victoria. Among her major roles have been, working as a diving platform, surveying the ocean floor and laying pipes on the ocean bed.

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 it offers a clean working space of 18 m x 10 m, rated 5 tonne per square meter deck loading, with both a 20 tonne extendable "A" frame, and a 190T HIAB crane to load, as required, containers, pallets, diving decompression chambers etc on to the deck plus any other applicable tackle for the job. There is also a moon pool for the two retractable transducer poles between the hulls.

With two 700 HP Caterpillars this vessel has plenty of power to get her out to the oil and gas fields at a worthy maximum speed of 12 Knots, cruising economically at 10 Knots. There are also two 360 HP Doosan AD126TI to operate the Generators and Hydraulics. Power is transferred by two Twin Disc MG5114 gear boxes, with 2 independently controlled rudders giving her great manoeuvrability especially when combined with 4 custom hydraulic 100 Hp side thrusters, 2 retractable at the stern and 2 at the bow.

She carries 48,000 litres of ships fuel, 20,000 litres of fresh water and has two 3,500 Litres per day desalination plants. She is fitted with a compliant sewage treatment plant, Black and Grey water treatment compliant with MARPOL.

Her accommodation is surprisingly sophisticated with berths for 4 crew and 28 passengers/workers in comfortable 2 berth cabins as well as a comfortable rec room on the middle deck, and two 3 berth cabins in port and starboard hulls respectively, with all mod cons. There is a commercial galley to provide for all on board and a very pleasant saloon with seating for 20 persons on the Main deck. Here also is the deck office and operations room.

The wheelhouse contains a large amount of state of the art electronic equipment including a 72-mile JRC radar, a Seastar 9200-G2 GPS, a side scan sonar and a sub bottom profiler, a Maxsea Nav Computer, Simrad Broadband System FB2150, a JRC JLR20 satellite compass all fitted in a wraparound console with chart table and locker behind. It also has a Navsea directional positioning system (DP) to allow the vessel to hold its exact location and pivot on its own axis. The bridge deck also has a large conference space that can be utilised in many ways, including as an office with multiple computer docking stations.

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.

superyacht support vessel conversion possibilities

The multi-role, commercial bias of this vessel makes it an ideal candidate for conversion to a shadow boat role. The extensive crew accommodation, advanced mechanical and electronic onboard systems and expansive aft deck all add up to platform that, with minimal modification, can effectively handle tenders, helicopters, submarines in any number of combinations.

The large aft deck coupled with the advanced position handling ability of the vessel and her inherent stability, make this an ideal platform for helicopter support. There is enough room for full size helicopter hanger, onboard fuel storage and extensive maintenance areas. All with adequate room for a 170m² fully enclosed garage for tender storage.

The existing accommodation for 32 can be upgraded to accommodate a smaller number of crew at a higher standard. The bridge deck has a significant amount of free room lending itself to easy modification into a captain's cabin. 35m³ of bunker fuel/side can be accommodated in the hull with the simple conversion of the storeroom compartment.

Currently the vessel is in commercial survey to domestic Australian standards. She is load line certified and marked. A gap analysis has been done with major codes and compliance with large yacht code (LY3) or ship classification society requirements will be procedural only and not require significant additions or alterations to the vessel. This report is available upon request.

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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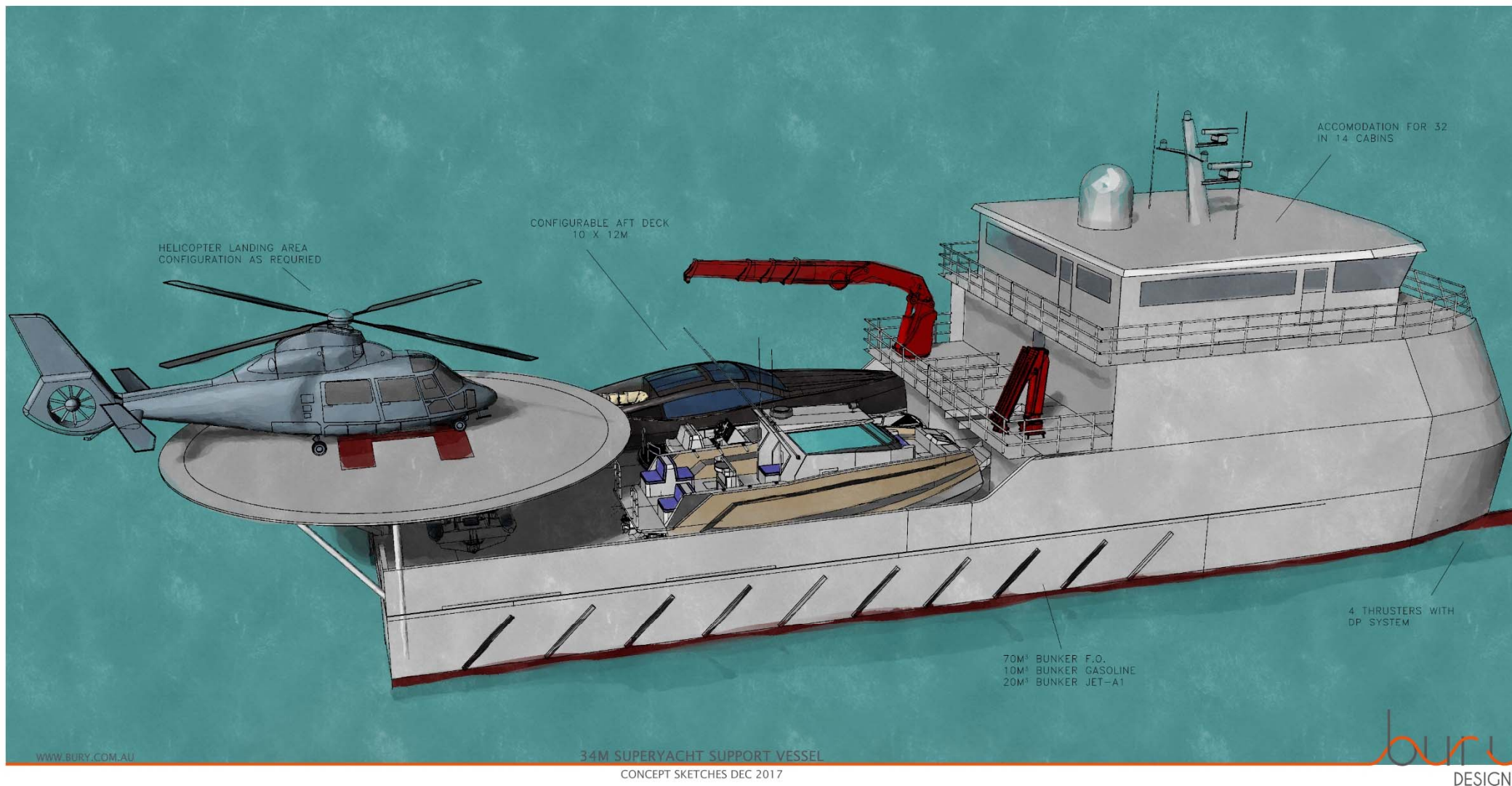
SPECIFICATIONS

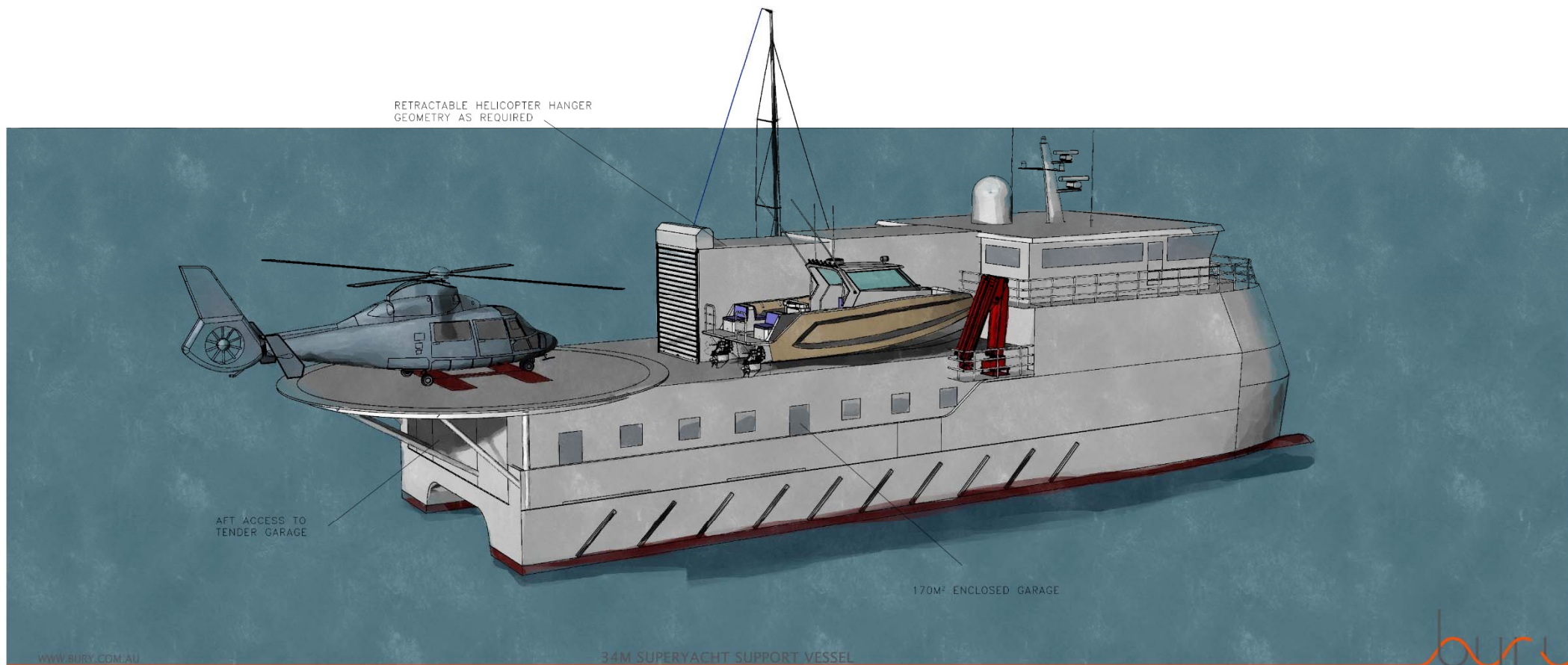
GENERAL		MINIMUM CREW	
Year Built:	2010	Charter	1 x Master IV 1 x MED II 1 x GPH
Survey:	1B (4+28) 2D (3+3)	Voyage >12 hrs	1 x Master IV 1 x MED II 2 x GPH
ID Mark:	MSV 11443	Voyage >24hr Operations	1 x Master IV 1 x 1 st Mate 1 x MED II 2 x GPH
Call Sign:	VJD3650		
MMSI:	503457600		
Home Port:	Lakes Entrance		
Hull Construction:	Aluminium		
DIMENSIONS		MACHINERY	
Length:	33.40 Metres	Main Engines:	2x Caterpillar C18 Acert 700HP
Measured Depth:	3.39 Metres	Gear Boxes:	2x Twin Disc MG5114
Draft(Unloaded):	2.20 Metres	Propulsion:	2x Drive Shaft
Beam:	10.85 Metres	Steering:	2x Independently controlled rudders
GRT:	295 tonnes	Auxiliary Engines:	
Deck Area:	18 Metres x 10 Metres	- Generators:	2x 150 Kva
Deck Rating:	5 tonne/m2	- Hydraulics:	2x Doosan AD126TI 360 HP driving multiple pumps
Deadweight capacity:	130 tonnes	Thrusters:	4x 180hp Hydraulic (Bow and Stern Retractable)
DECK & LIFTING EQUIPMENT			
Crane:	Hiab 190T -3 8 Tonne		
Mooring:	4 point mooring x 500m chain and polyprop rope		
A – Frame:	23 tonne Single Fall, 30 tonne Double Fall - extendable		
Sewage Treatment Plant:	Marpol Approved – MEPC.159(55)		
Moon Pool:	1.2 Metres x 1 metre, raiseable transducer pole		
TANK CAPACITY		RADIO & NAVIGATIONAL EQUIPMENT	
Fuel:	48,000 litres	Radios:	JRC
Water:	20,000 litres	Radar:	JRC 72 NM JMA 5106
	+ 2 x 3,500 L/day desalination plant	Compasses:	Satellite
		Sounder:	JRC Colour JFC-130HP 3KW
		Current Meter:	Doppler JRC-JLN628C-BB
		AIS:	Icom MA500TR Class B
		GPS Receiver:	Seastar 9200-G2
		Chart Plotter:	Maxsea
		Auto Pilot(Positioning System)	Neonav
		Wind Meter:	Airmar PB200
		Telephone:	Furuno FB500 & Telstra 4G
SAFETY EQUIPMENT		PERFORMANCE	
Liferaft:	2x Zodiac 25 Person	Maximum Speed:	12 knots
		Economical Speed:	9 Knots
		Fuel Consumption:	240 L/Day in port 100 L/Hour in transit

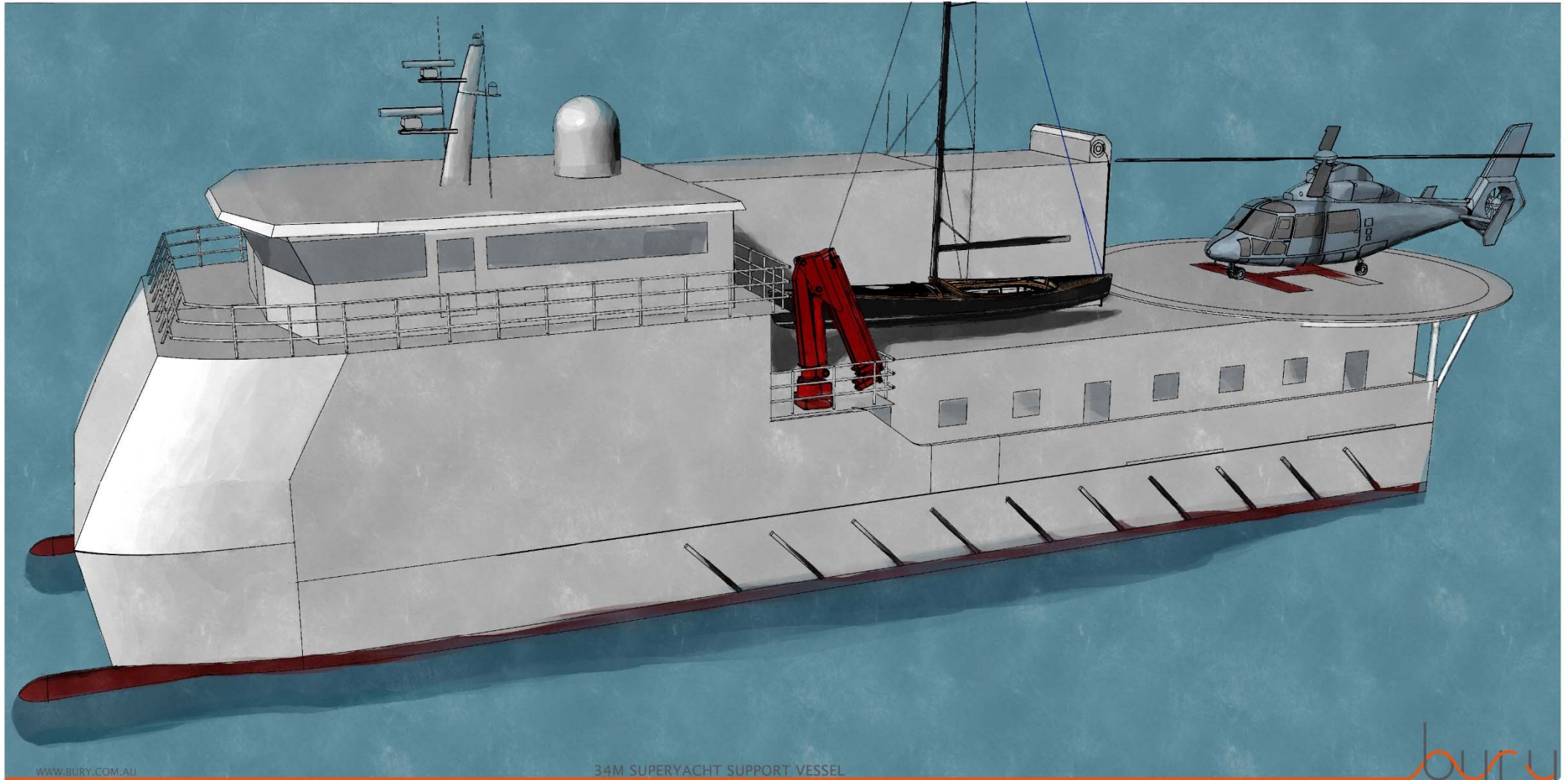




superyacht support vessel conversion possibilities *concept sketches*



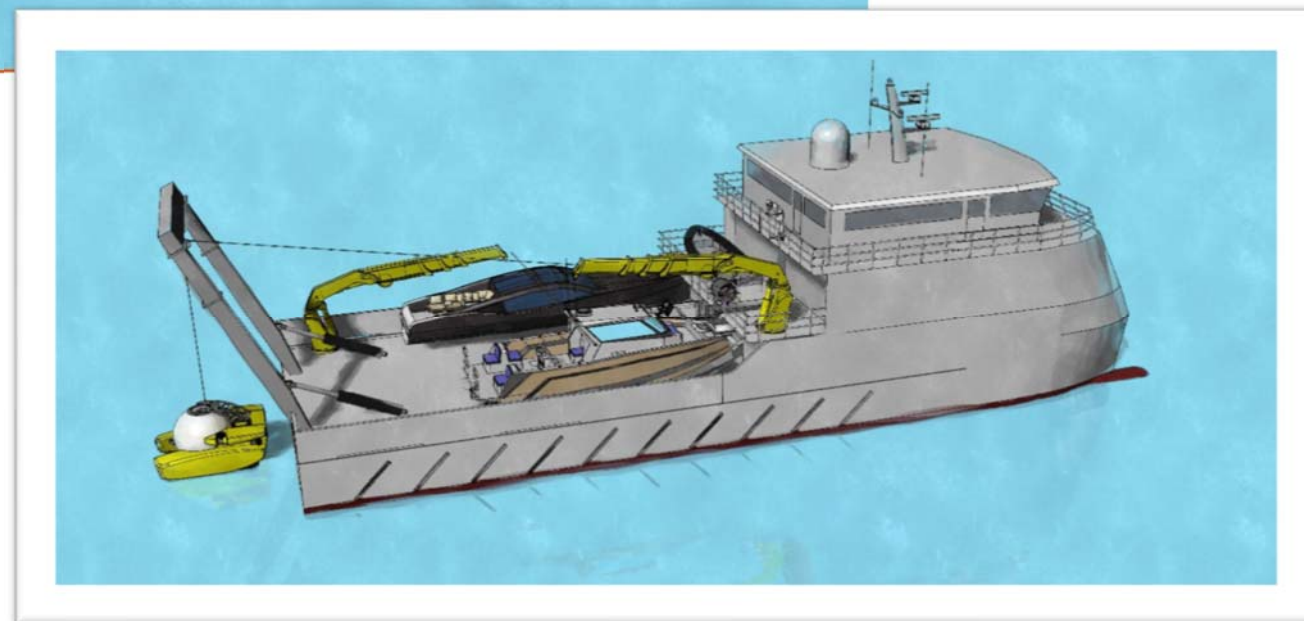
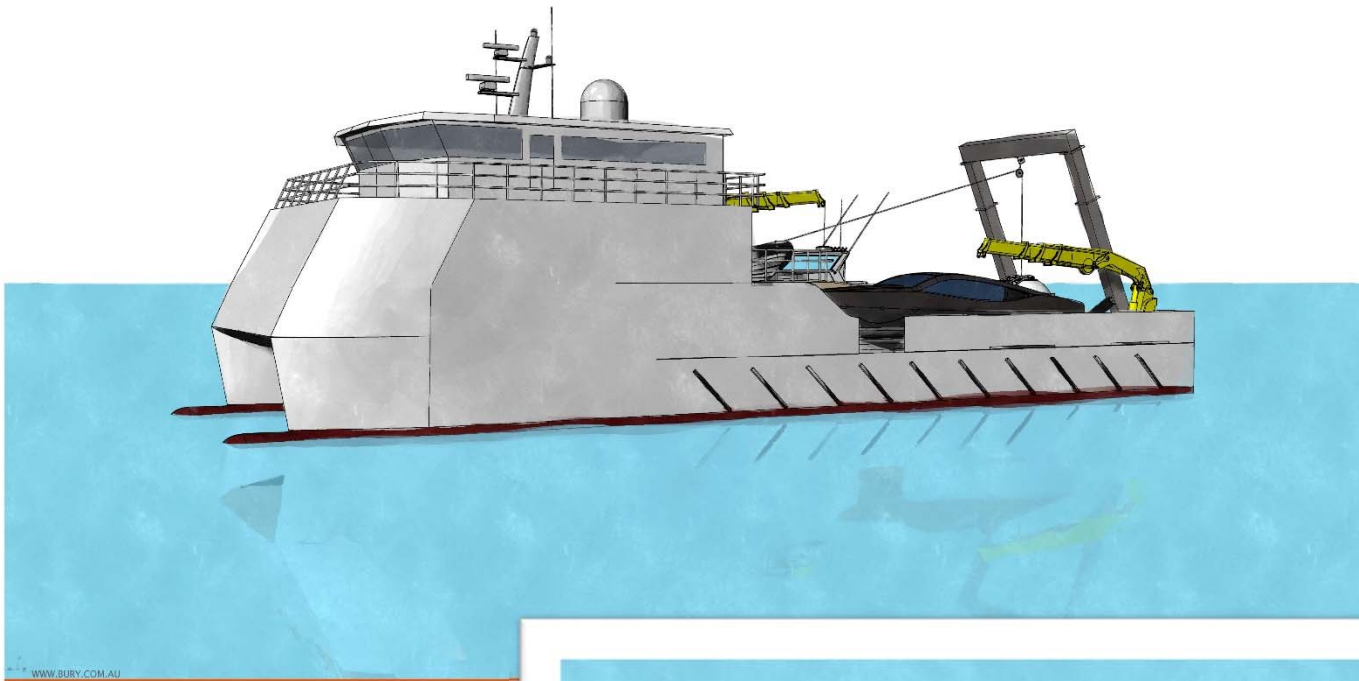


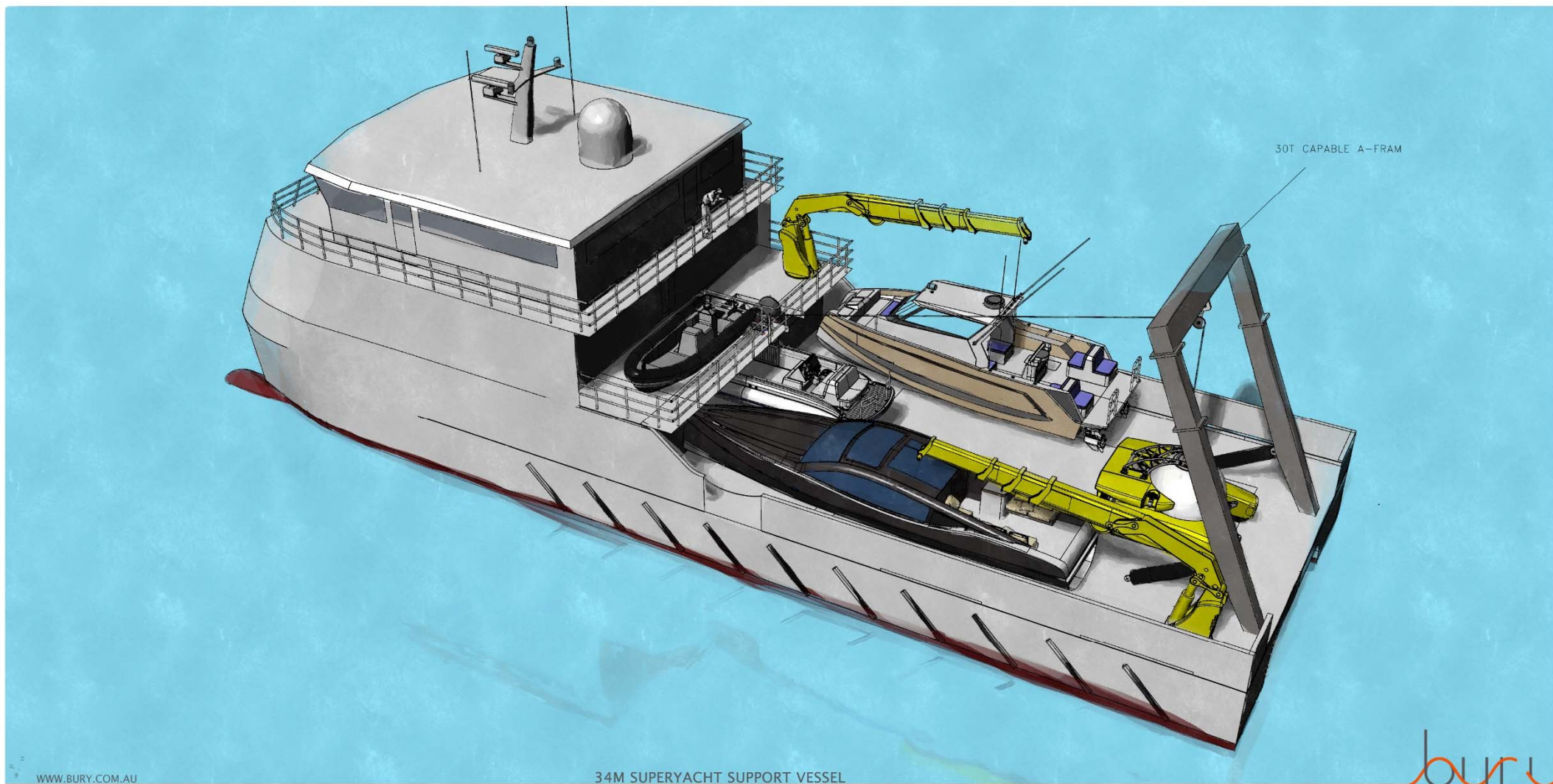


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