

Totally enclosed Lifeboat 1090 TV (type JY-QFN-1090)

Specifications:

Length: 10,90(meters)

Height: 3,50(meters)

Width: 3,90(meters)

Max persons: 130

Weight boat: 6925 (kilogram)

Weight davit system: 17650 (kilogram)

Hook distance: 10,50(meter*)

Propulsion type: Propeller

Engine type: BUKH DV29 RME

Speed: 6 (knots)

Towing force: 3 kN

General:

This fully enclosed Lifeboat tanker version, is equipped with an inboard diesel engine

Used material:

The boat is made out of fireproof glass fiber reinforced polyester, also known as GRP. The main parts are laminated independent moulds. To assure buoyancy and strength, foam is injected into certain areas between the inner liner and the hull. Longitude bulkheads and transverse bulkheads, secure the strength of the hull. Extra strengthening is built in to the bow area to absorb the forces from water during diving.

The boat is made with anti-skid on all walking surfaces, inside and outside. A fender made out of synthetic rubber is mounted on port and starboard side. Stainless steel screws connect this fender to the hull.

External steel parts quality: 316 L

Inside steel parts quality: 304

Up & down

The lifeboat is equipped with a galvanized hook fore and aft. The hooks will be released simultaneously through the flexible cables controlled from the helmsman's position. Hooks can be released either, when the boat is waterborne or when there is no load on the hooks. In emergency the hooks can be released during load by breaking a safety glass and remove the safety pin (as per SOLAS and LSA Code 4.4.7.6). The hooks are made out of galvanized steel, with stainless steel as an option

Engine specifications:

Maker: BUKH

Model: DV48 RME

Type: Turbocharged. 4 stroke , 3 cylinders

Power: 48 hp (35,3 kW)

Fuel quality: BS 2869 Class A

Fuel consumption: 9,9 L/H

Fuel capacity: 250 ltr

Starting method: Electric starting/ emergency manual starting

Alternator: 14 V, 50 Amp, 700 W

Starter: 12 V, 1,36 hp (1,0 kW)

Spare parts: one set

Transmission: disengage able shaft coupling

Instrument panel:

- Electric start/stop
- Power indicator
- High cooling temperature alarm
- Low oil pressure alarm

Cooling: Fresh water and keel cooling system with anti-freeze liquid.

The engine is supplied with two independent starting batteries. It can be reached through a removable inspection cover, made out of fire retardant and heat-insulating material. The engine is installed with a silencer and exhaust pipe which is made out of stainless steel and is wrapped with heat-insulating material. The speed of the engine and the control of ahead and astern are all controlled through a cable by the helmsman from the helmsman's position.

Fuel:

The fuel oil tank is made out of stainless or galvanized steel. The capacity of the fuel tank is sufficient to run the fully loaded lifeboat at 6 knots for a period of net less than 24 hours. The tank is also fitted with an exhaust outlet led to the outside of the boat.

Propeller and shaft

The shaft is crafted out of stainless steel; its couplings and support at the two ends are made out of bronze. The propeller is made out of nickel aluminum bronze and is protected by a GRP duct. All the parts and the propelling system are protected.

Steering system:

Steering can be achieved by turning a duct rudder that surrounds the propeller. This duct is made out of GRP and will also protect the propeller. The steering rod and its supports are made out of stainless steel. The duct rudder can be operated through a cable by the wheel from the helmsman's position. In case of failure of the steering flexible cable, the rudder may be directly controlled by a stainless emergency tiller this rudder is stowed close to the steering rod.

Water-spraying system:

The lifeboat has been completed with a pump which has been connected with a belt to the main engine. A clutch-control handle system will operate the function of the pump. A number of sprinklers will spray the lifeboat with water.

Air supply system:

The lifeboat is fitted with an air supply system to provide life support for the passengers in the enclosed lifeboat. Further the available air will provide also the combustion air for the engine when fire and smoke is around the lifeboat Air supply capacity is for 10 minutes at full speed with the total number of persons. The available cylinders will be controlled by a valve system close to the helmsmen

Equipment:**Identification:**

The identification plate is fitted next to the helmsman's position. This identification plate describes the following: Type of boat, inspection mark, serial number, main dimensions number of persons, fully loaded weight, date of completion, name of manufacturer.

The ship's name, port of registry and number of persons are marked on port and starboard bow. The call sign and boat number are located on top of the enclosure. Retro-reflective tapes are fitted on top, on the sides and on the stern of the enclosure. There are symbols of life-saving appliances provided in the vicinity of the helmsman's position and nearby each storage compartment.

Rescue equipment:

A full set of rescue equipment will be delivered including the lifeboat following class approval

Transport cradle:

Each lifeboat will be delivered with a steel boat cradle

Documentation:

The following documents are submitted after delivery:

- Product specifications
- General arrangement drawings
- User instruction manuals
- Instructions for on-board maintenance of lifeboat

Regulations:

The (name of the freefall lifeboat) fully complies with the latest SOLAS requirements and LSA Code. The (name of the freefall lifeboat) will be certified by the Bureau Veritas in accordance with the European Council Directive 96/98 EC on Marine Equipment (M.E.D).