SEAZIP
OFFSHORE SERVICE

MASTER

CREW TRANSFER VESSEL 30 PAX - ENDURANCE MONOMARAN

Master is a monomaran class crewtender vessel designed to has competitive advantages such as more comfort, better seagoing characteristics, and high level of fuel efficiency due to its optimized hull.

GENERAL

Hull	Aluminum
Superstructure	Aluminum
Basic functions	Crew / cargo duties
Classification	Bureau Veritas
GMDSS	A2
IMO no	9929405
Call sign	PCOD
Year built	2020
Builder	Next Generation Shipyards
Homeport	Harlingen
Flag	Dutch

DIMENSIONS

Length o.a.	27.27 m
Beam o.a.	9.80 m
Depth at sides	4.85 m
Draught max.	2.20 m

TANK CAPACITIES

Fuel oil	40 m^3
Ad blue	2.00 m^3
Fresh water	4.00 m^3
Waste water	2.40 m^3
Bilge	0.40 m^3

PERFORMANCE (TRIALS)

Speed	22.0 kts
Max. range	Up to 1500 nm
Light ship weight	80 ton
GT	232 ton
NT	70 ton
Hsig	1.7 mtr

PROPULSION SYSTEM

Main engines	2 x Man D2862 LE 489 IMO Tier ||| / EPA Tier 4
Total power	2 x 1066 kW @2100 rpm
Gearboxes	2x Servogear HD295H
Propellers	Controllabel Pitch Propellor
Bow thrusters	2 x 15 kW

ELECTRICAL EQUIPMENT

Network	24 V d.c., 3x 230V 50 Hz AC
Generator set	1x Onan – 27MDKDU-8254A
Capacity	27 kW / 33,8 kVA
Shore connection	32 A

LIFE SAVING EQUIPMENT

Life buoys	3
Life jackets	35 + 4 spare (total 39)
Immersion suits	5
Personal MOB system	5 pcs Man Over board devices incorporating both AIS and 121,5 Mhz homing beacon.
MOB system	1x Sea Marshall SAR Finder 1003 MK3
Liferafts	Capacity: 4x 20 persons
Fire extinguisher	According to class

ACCOMMODATION

Crew	2 up to 5
Cabins	4
Transfer crew	30 (12 PAX + 18 Industrial Personnel or 30 Industrial Personnel (MSC418/97))
Wheelhouse	Providing total control and complete visibility
Main deck	Crew cabins, pantry and toilet, passenger lounge with 30 seats and coffee bar, wi-fi and video system.
Air conditioning	Covering and adjustable per each separate room

NAUTICAL AND COMMUNICATION EQUIPMENT

Searchlight	2x
Radar	2x - X- band
(D)GPS	(1x) 1x
Navtex	1x
AIS	1x
External communication	GMDSS A2
Compass	1x Magnetic, 1x DGPS
Echosounder	1x
Speed-log	1x
Autopilot	1x
EPIRB	1x
Sart	1x
Windmeter	1x
Navtex	1x
Ecdis	Transas Navisailor 4000 dual system

DECK LAY-OUT

Anchors	1 x SHPP anchor, 167 kg
Fender	Bouyant Works - Impact Bow Fender. Reaction force <200kN by a vessel impact velocity of 0.5 m/sec for all displacements.
Deck crane	A hydraulically operated knuckle boom crane is mounted on the starboard side of the vessel. SWL 2000 kg/4,6 m. 910 kg/10.10 m. SWL based on harbor conditions.
Deck space	67 m2 - Stepless - Dangerous goods zone - 2x 10 ft container or 1x 20 ft container + 1 time 10 ft container.
Deck cargo	15 ton up to 22 ton Container fittings are integrated in the cargo deck.
Max. deck load	1.5 ton/m²
Moon pool	Vessel is fitted with an intergrated moonpool with a diameter of 700 mm. The moonpool is closed with a removable cover.
Fuel transfer	A hose reel is provided for the fuel cargo system with a 30 m hose and pistol grip.
High pressure cleaner	The work deck is provided with a fresh water connection for a high pressure cleaner. The cleaner itself is provided with a hose of and a lance.

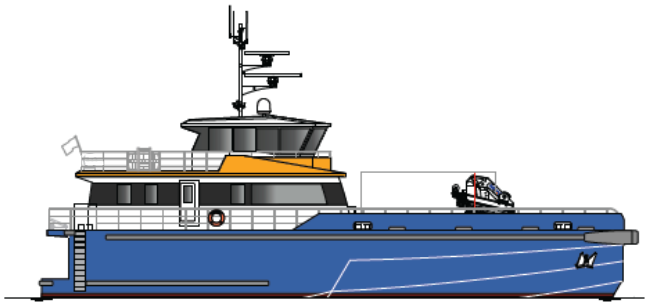
PROPULSION SYSTEM

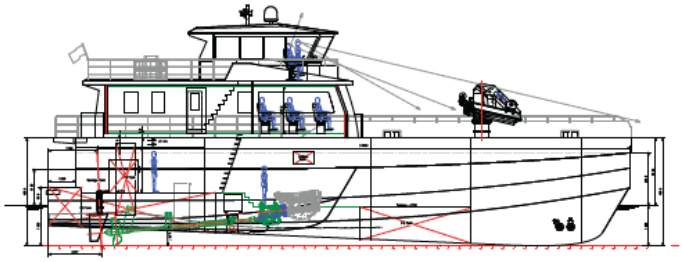
The twin propulsion system consists of the Servogear Ecoflow Propulsor, offering an excellent solution between slow and fast speeds. The system is distinguished by robustness, low noise, low fuel consumption, high bollard pull.

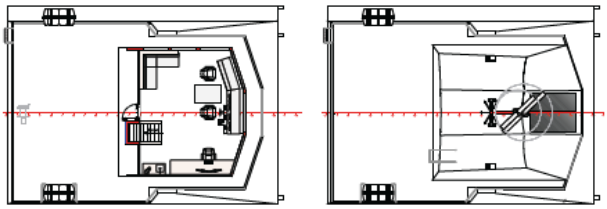
FUEL CONSUMPTION

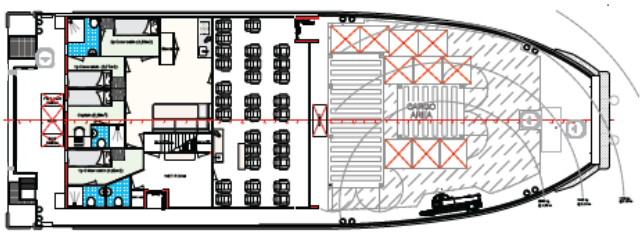
Depending on environmental conditions and displacement.

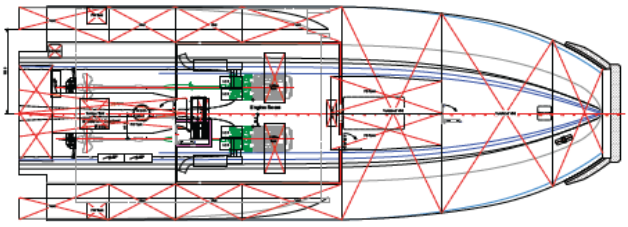
	Speed in kts	Consumption ltr/hour/12 pax
Maximum speed	22	530
Transit speed	20	440
Standby/Idling	0	25
At anchor	0	8

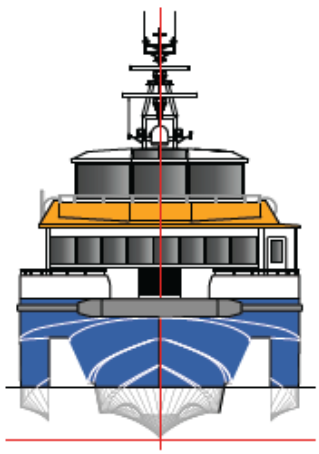


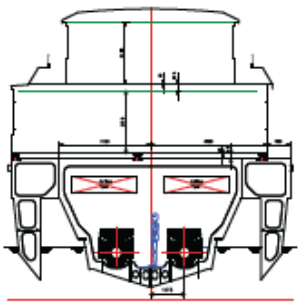






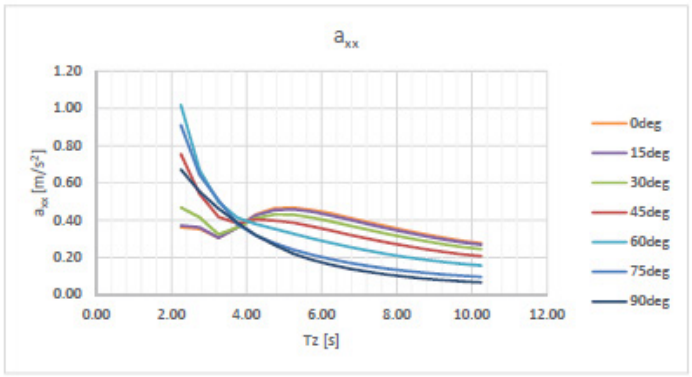


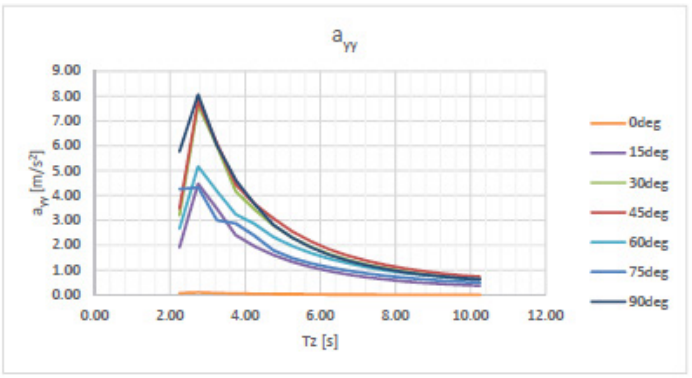


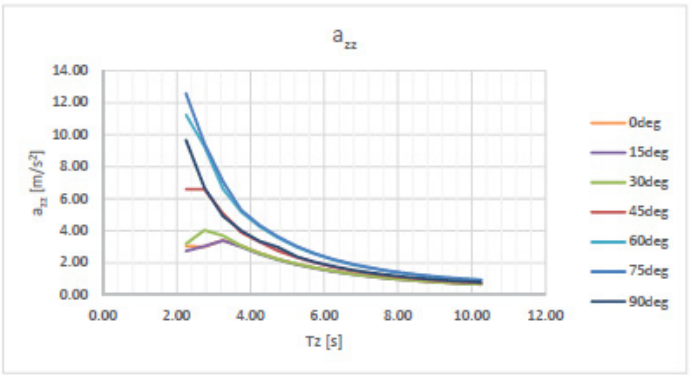


WORKABILITY

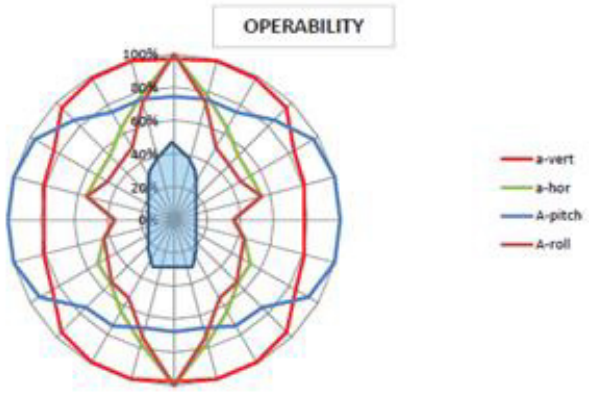
The design has been analyzed for motions and workability (Block G16 and P15 of the Netherlands North sea Continental Area) by Dutch Offshore Innovators and represented into polar graphics (P-plots).





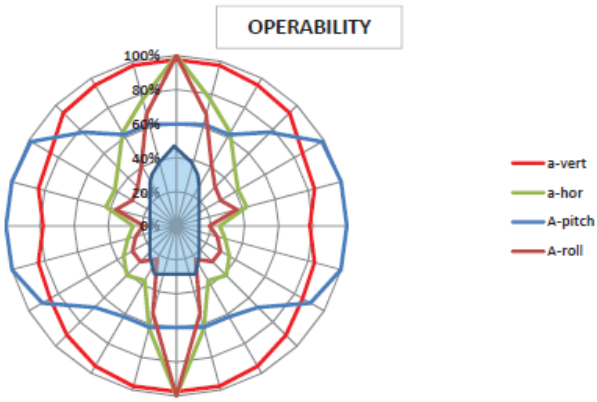


Location: P15 **all wave heights**



operability based on	probability a-vert <	1.472 m/s2
	probability a-hor <	0.981 m/s2
	probability A-pitch <	5 deg
	probability A-roll <	6 deg

Location: G16 **all wave heights**



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BOLLARD PULL

Bollard Pull	@ 100% MCR 20 ton
Bollard Pull	@ 80% MCR 17 ton
Bollard Pull	@ 47% MCR 12 ton

INTERCEPTOR

Humphree
Active Ride Control

COMMUNICATION

- By Peplink 4/5G with dual maritime antenna setup for max. reach;
- Offshore by Satellite Internet access with Cybersecurity

SURVEY LAY-OUT (OPTIONAL)

Due to the Servogear Ecoflow Propulsor the vessel can conduct survey duties in shallow waters on slow speed with high efficiency and low noise emissions.

For survey duties the vessel is prepared for:

- A-frame on the stern deck with an SWL of 1500kg outreach ± 2 m to the aft- and 1 m to the forward direction from rotation point
- Vessel can be equipped with a hydraulic high speed tow winch.
- Is fitted with an integrated moonpool with a diameter of 700mm

The vessel can be used for:

- Route surveys of pipelines, cables and renewables combined with crew transfer if required;
- Seabed mapping;
- Inspection survey;
- Services for dredging

FUELS

The engines on board are allowed to run on HVO fuel when it comply to the EN 15940 norm.

Examples of such fuels are:

- Neste MY Renewable Diesel (HVO100)
- Goodfuels MD1-100

Benefits:

- Up to 90% CO2 Reduction
- Eliminates Sulphur (Sox)
- Lowers Nitrogen (Nox) and Particulate Matter (PM)

VESSEL MONITORING SYSTEM

The vessel is equipped with with AST Reygar monitoring system. Monitoring vessel fuel consumption, emissions and performance with access to detailed daily reports.

COMPLIANT WITH IMO TIER III

The vessel is fitted with selective catalytic reduction (SCR) system to satisfy the IMO tier III emission standard.
The exhaust gas aftertreatment system from MAN Engines with selective catalytic reduction mixer, AdBlue© fluid metering unit and SCR catalytic converter helps to reduce the nitrogen oxides (NOx) in the emissions.

Some of the items in this specification are optional. Specification and general arrangement can be changed without notice. All details are verified but without guarantee.

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ABOUT THE SHIP MANAGER

The management of SeaZip vessels is carried out by the JR Shipping Group in Harlingen, The Netherlands, an experienced and all-round shipping company. The shipping group operates a fleet of modern container feeders sailing under Dutch flag and JR Shipping cooperates closely with experienced maritime partners, several shipyards in the Netherlands and abroad, and renowned shipping bankers.

JR Shipping Group is an efficient, flexible organisation, offering swift and effective solutions. We combine clout in ship development with well-secured quality and safety in ship management and an eye for sustainability.
www.jrshipping.com