


Rev. date : FEB . 2016	TECHNICAL SPECIFICATION		
	ITEM : RESCUE BOAT	MODEL : HDR570	

INDEX

1. General
2. Certification
3. Dimensions-Overall
4. Engine
5. Electric system
6. Construction
7. Propulsion and Steering
8. Painting and Marking
9. Fittings
10. Drawings

1. GENERAL

This rescue boat has been designed and built in accordance with SOLAS 2010 Amendments to SOLAS 1974, Chapter III, LSA Code 5.1.

This boat have been constructed and been of such form and proportions that it have ample stability in a seaway and sufficient freeboard when loaded with its full complement of persons and equipments. This boat is made of FRP hull and is capable of maintaining postive stability when in an upright position in clam water and loaded with its full complement of persons and equipment and holed in any one location below the waterline, assuming no loss of buoyancy material and no other damage.

The hull has a planning type and V shaped bottom to have a good manouverability.

2. Certification

This lifeboat has been tested in accordance with IMO Resolution MSC.81(70), Part 1 and MSC/Circ.980 and approved by notified body. The boat is provided with EC TYPE EXAMINATION (MODULE B) CERTIFICATE and EC (MODULE D) CERTIFICATE OF CONFORMITY.

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3. Dimensions-Overall

- a. Max. capacity ----- 6 persons
- b. Min. speed ----- 6 knots
- c. Outside color ----- Orange
- d. Dimension
 - Length ----- 5.7m
 - Breadth ----- 2.0m
 - Depth ----- 0.88m
- e. Weight
 - Light load with fuel and equipment ----- 1,300 Kg
 - Total Davit load(6 persons) ----- 1,795 Kg

4. Engine

- a. Model ----- HB50D1
- b. Power / Output (HP/rpm) ----- 50 / 2600
- c. Type ----- Marine Diesel, Vertical, 4 - cycle
- d. Working principle ----- 4 stroke
- e. Number of cylinder ----- 4
- f. Bore and stroke (Ø x mm) ----- 87 x 102.4
- g. Compression ratio ----- 21.7:1
- h. Cooling System ----- Fresh water cooling with heat exchanger

5. Electric system

The electric of boat is provided for recharging boat's battery from the ship's power supply at a supply volatage not exceeding 50 V which can be disconnected at the battery box by receptacle & plug. The battery is used for canopy light and search light.

6. CONSTRUCTION

The hull and deck are constructed of FRP by the hand-lay-up method.
 The under of deck is filled with polyurethan foam to have unsinkable.
 All mats, rovings and resins for laminates are approved by classification society and the resins are of self-extinguishing quality as usual.
 The metal parts are of a quality, that corrosion is limited to a minimum. As far as steel parts are galvanized.

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7. PROPULSION and STEERING

This boat is installed inboard diesel engine.

The speed of a boat when proceeding ahead in calm sea, when loaded with its full complement of persons and equipment and with engine-powered auxiliary equipment in operation, is at least 6 knots and at least 2 knots when towing the largest liferaft carried on the ship loaded with its full complement of persons and equipment or its equivalent.

The engine is started with manual. Also, the engine and steering are controlled by engine tiller handle. The capacity of fuel is provided to run the fully loaded boat at 6 knots for a period of not less than 4 hours.

8. PAINTING and MARKING

FRP outside painted orange color gelcoat.

The dimension and number of boarding persons are marked on each side of boat's stern, the name and port of registry of ship are marked on each side of boat's bow in block capitals of Roman alphabet.

9. FITTINGS

- a. Stainless steel handrails.
- b. 1 Stainless steel painter release unit.
- c. 1 stainless steel lifting hook.
- d. Both side polypropylene buoyant lifeline.
- e. Retro-Reflecting tapes on the boat outside according to IMO RES.A.658(16).
- f. Lashing guiders for davit lashing.
- g. Boat protection fender

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10. DRAWINGS

