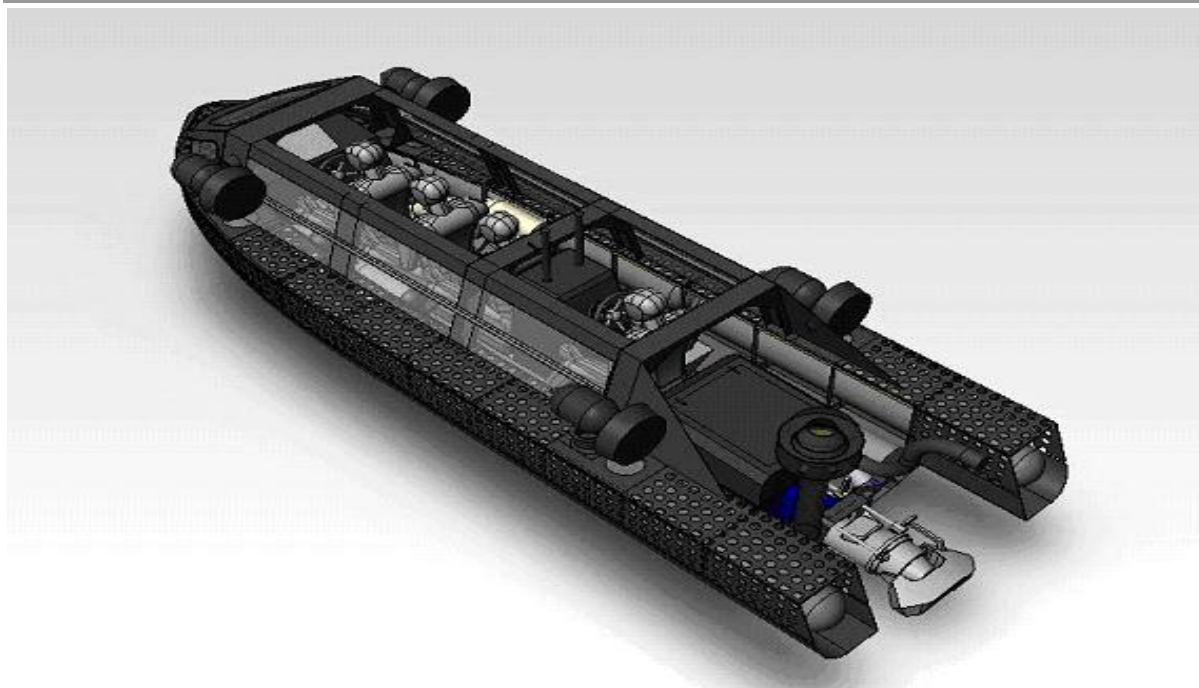


FMB09143 – Underwater Ribs



A prototype of a novel form of RIB/RIBB is currently in build, which has an unusual operating profile. The vessels are required to act as a form of submersible in that they will be able to operate normally on the surface, be capable of submerging to around 1 – 1.5m, and also submerging completely. The primary use of this form of vessel is for carrying maintenance workers and their equipment to undertake underwater repairs and routine maintenance of underwater structures i.e. oil rigs, production platforms, bridge supporting structures underwater surveying of docks & the leisure side, Sea Safaris etc. The vessels will have a variety of roles, but their basic primary operating profile having been launched from a surface maintenance vessel will be to travel fast on the surface to near the designated working area, and then completely submerge to operating depth

using electric motors for propulsion and manoeuvring. They will if necessary also be capable of submerging in calm water leave crew heads above the surface but still running on the snorkel equipped main engine. The RIBB outer tubes will normally be open, or closed with simple valves and vents; contained within these tubes will be an inflatable inner tube that will only be inflated underwater to provide positive buoyancy for re-surfacing. An under sole compartment will contain the main fuel tank, and lightweight, but powerful batteries for powering the electronics and electric motors, but will also be capable of being flooded to assist submerging and to maintain stability underwater. In operation the crew will all be wearing SCUBA or re-breather type breathing kits, and will also be carrying the tools and equipment

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necessary for the task in hand. All crew will be trained as helmsmen and able to carry out any function in the use of the vessels at all stages of its operational profile. There will be four versions a 2/4/6 & 11 man a craft; however the

prototype 2 man is a modification of the existing Girraween 5.3 RBB, while the 4/6&11 man will be a new design building on the knowledge gained from the current 5.4m prototype design.

Sea and Weather conditions

On the surface, conditions suitable for normal RIB operation, sub surface any sea state.

through the open canopy roof; Boarding is by the same means.

Maximum Designed Speeds

Surface: 4 man @ 30knots; 6 man @ 35-40knot, 11 man @ 40-45 knot
Submerged 4 man @ 6knots: 6 man & 11 man @ 8/ knots (running on battery power).

Construction

The vessel is entirely constructed from marine grade aluminium, with standard transverse and longitudinal framing.

Means of Exit and Egress

The vessel is designed to allow the occupants to easily enter and exit

Operating Depth

Normal operating depth: 5m
Maximum designed depth: 15m,

Warranty

Leisure Submersibles: 3 Year Warranty
Commercial Submersibles: 1 Year Warranty



