

## MAIN PARTICULARS

- Length overall: 10.70m
- Length between perpendiculars: 9.72m
- Beam: 3.50m
- Draught: 0.60m
- Deadrise: 20°
- Height: 2.250m
- Displacement: 8203kg
- Installed power: 2x 300hp
- Max. speed: 34kn
- Cruise speed: 26kn
- Design Category: Zone 3 | Cat. C
- Class Society: LRS

+ 100 AI SSC PATROL MONO  
HSC G2 - MCH

# C2 | NAVAL ARCHITECTURE MARINE ENGINEERING

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C2 | 042 – ERTZAINZA SAR BOAT II

This particular 11m SAR boat has been specifically designed for ERTZAINZA (Basque country Spanish police) in order to be able to perform the most demanding works in rough seas, within the highest safety conditions for the crew.

This second unit presents a few modifications with respect to its predecessor, also fully designed by C2, which was delivered in end 2018.

Its construction has been through aluminum AL 5083 H111 and AL 6005 T6.

The boat is equipped with an obstacle-free deck area over 9m<sup>2</sup>, located aft and expressly designed for underwater works and rescue purposes. There is direct access to the sea from the aft deck area through a guillotine side door at both sides.

The main deck has been designed with a positive inclination of 3° for a correct drainage of the embarked water during navigation in rough seas.

The boat is equipped with twin MERCURY outboard propulsion system of 300hp each. However, the boat's scantling allows the installation of a 3x 300hp reaching top speeds higher than 45kn.

The installed propulsion in this unit allows top speeds of 34kn and 26kn at cruising speed.

Thanks to the low consumption of the MERCURY outboard engines and to the 2x 600l fuel tanks installed, the range of this SAR boat is higher than the common range of this type of boats.

The cabin has been designed with a 360° vision and Nordic look and offers a fully protected area for all the crew. The cabin is equipped by dumping seats that ensure a comfortable navigation regardless of the sea state.

The cabin boat is designed with two floor levels. The forward, located in a lower level, allows the arrangement of additional seats and a little dinette, besides to increasing the stowage capacity.

In addition, the cabin has been designed according to the NBQ criteria, providing an atmosphere of safety where necessary. The configuration of the cabin allows the arrangement of a stretcher between the seat's distribution, having easy Access from the sea and the aft main deck.

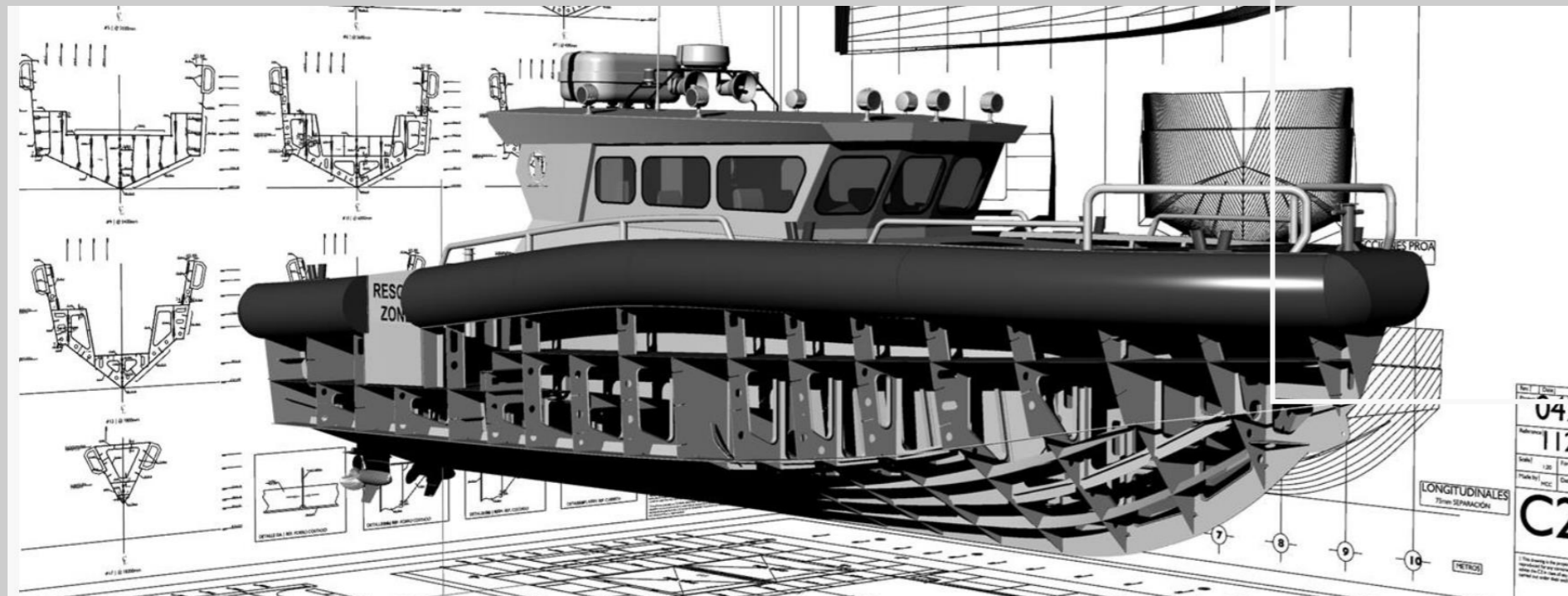
In accordance with the most demanding search&rescue requirements, the boat is ready for towing purposes through its towing system arranged on the aft bulkhead of the main deck.

This particular design has been reviewed and registered by the LLOYD's REGISTER OF SHIPPING obtaining the HSC class notation.

The second 11m SAR boat unit was delivered at the end of last August in Bermeo (Bilbao, Spain). The stability test and sea trials were performed during the following days, comfortably fulfilling the minimum requirements.

In particular, this second unit incorporates slight modifications offering more comfortable days at sea. Among other aspects, this unit has been equipped with a double side door as well as a mooring system.

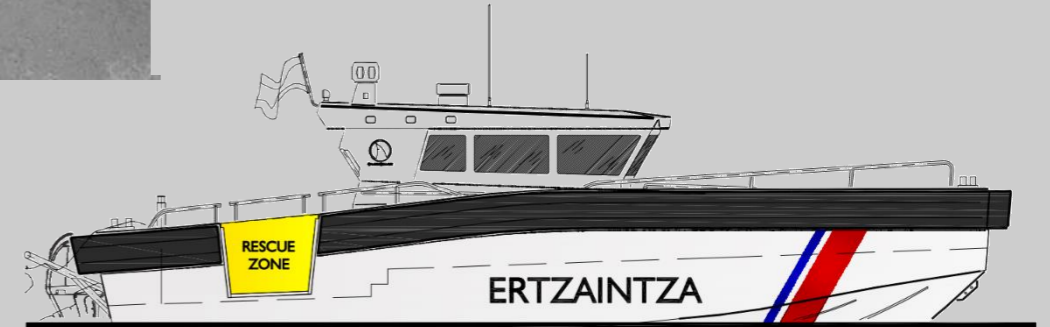
As in the first unit, the boat has been classified by LLOYD's REGISTER OF SHIPPING under the HSC class notation.



# C2 | NAVAL ARCHITECTURE MARINE ENGINEERING

Together with the first unit, these SAR boats will perform surveillance and rescue works on the Basque coast.

Both units are made of aluminum and are powered by 2x 300hp outboard engines. The maximum capacity of the boat is 9 passengers.



## MAIN PARTICULARS

Length overall:	10.70m
Length between perpendiculars:	9.72m
Beam:	3.50m
Height:	2.00m
Design draught:	0.60m
Scantling draught:	0.70m
Displacement:	8203kg
Design Category (CE):	Zona 3   Cat. C
Block coefficient:	0.392
Maximum power:	3x 300hp
Max. speed with max. power:	+45kn
Class Notation:	LR   +100 AI SSC PATROL MONO HSC G2 - MCH

**C2-042 | ERTZAINZA SAR BOAT II**