

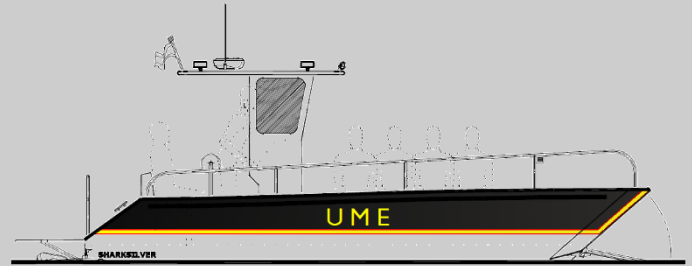
## MAIN PARTICULARS

- Length overall: 6.60m
- Length between perpendiculars: 5.51m
- Beam: 2.30m
- Design draught: 0.36m
- Scantling draught: 0.40m
- Max. power: 1x 300hp
- Max. speed: 40kn
- Cruise speed: 25kn @ 80% MCR
- Crew: 12pax
- Fuel: 205L
- Design category: Zone 3 | Cat. C



NAVAL ARCHITECTURE  
MARINE ENGINEERING

c/ Averroes 4, 28224 Pozuelo de Alarcón | Spain  
T: (+34) 912-877-790 | M: (+34) 655-638-630  
W: www.c2-na.com | E: info@c2-na.com



**C2 | 040 – UME 660 LC**

This particular boat was fully designed for UNIDAD MILITAR DE EMERGENCIA, where its main tasks are search and rescue works especially on inland waters.

All the design and the construction of this boat are made by aluminum AL 5083 H111 and AL 6005 T6.

In particular, this boat is equipped by a forward wide and reinforced landing ramp for an easy dis/embarcation besides a wide free work deck area.

The design of this particular boat takes into account a possible production fabrication. For this reason, its design permits a reduction of the fabrication period and a reduction of the costs from the first constructed unit.

The forward landing door is equipped by a hydraulic mechanism which permits a landing operation in a safety, swift and easy way.

Thanks to the propulsion system, its low depth and a reinforced centre line, this landing craft is capable to sail in shallow water and to beach in rocky areas.

The landing craft boat is designed under the Category C / Zone 3, with a maximum capacity of 12 passengers on board.

The work deck area is equipped by a removable seating structure, specifically designed for the transport of 12 passengers.

The fuel tank has a capacity of 205L. The propulsion system is equipped by an engine of 300hp and a HAMILTON jet, making possible 40kn as full loaded top speed.



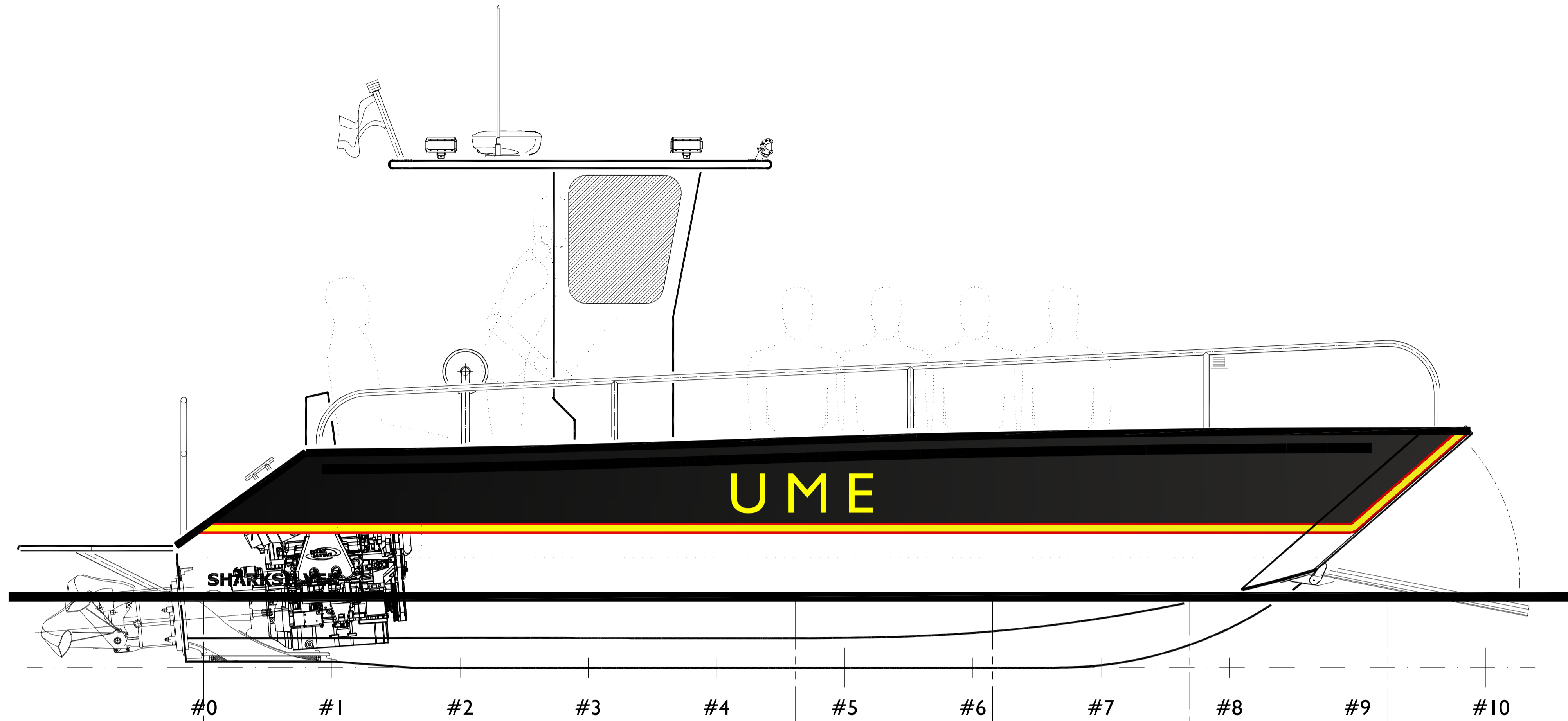
2-040 | UME 660 LC

**NOTA LEGAL**

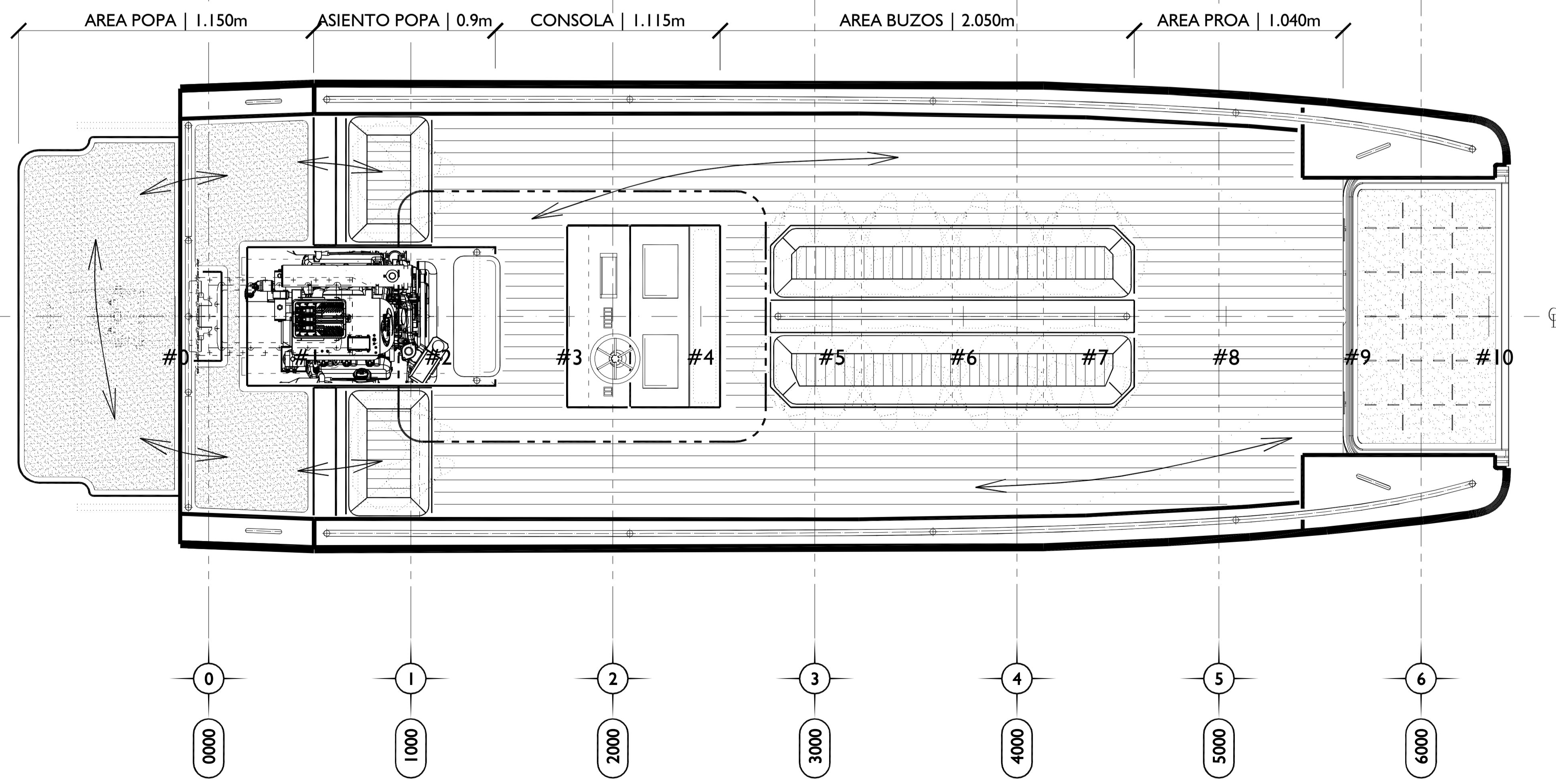
- 1 | Este plano / documento es propiedad de C2 | NAVAL ARCHITECTURE & MARINE ENGINEERING (en adelante, C2), su copia, construcción y/o uso por terceras partes no está permitido sin autorización escrita.
- 2 | El Astillero deberá verificar el contenido del mismo y notificará a C2 en caso de duda y/o posible incongruencia antes de proceder a su construcción.
- 3 | Toda modificación del contenido, sin el consentimiento firmado por C2, será llevado a cabo bajo responsabilidad del Astillero.

**CARACTERÍSTICAS PRINCIPALES**

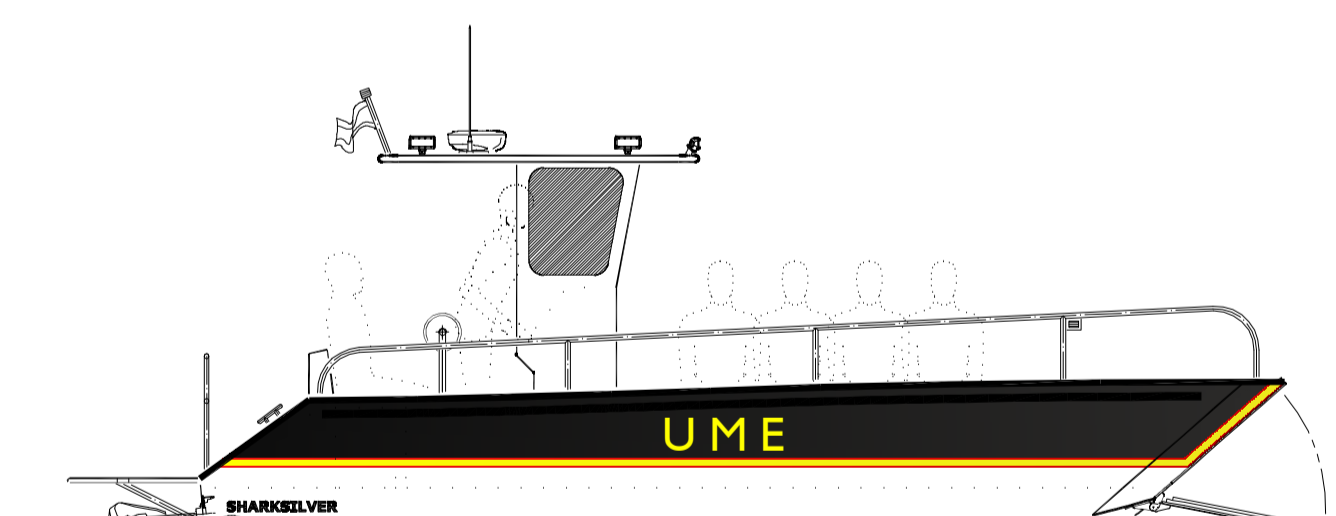
Eslora Total	6.60 m
Eslora Entre Perpendiculares	5.51 m
Manga	2.30 m
Puntal	1.20 m
Calado de Diseño	0.36 m
Calado de Escantillonado	0.40 m
Categoría de Diseño (CE)	Zone 3   Cat. C
Potencia Máxima	1x 300 hp
Velocidad Máxima	TBD kn
Velocidad de Crucero	TBD kn @ 80% MCR
Pasajeros	12x



VISTA LATERAL



CUBIERTA PPAL.  
560mm sb. LB



02	20191004	MCC	20191004	MCC	Comentarios Astillero
01	20190901	MCC	20190901	MCC	Plataforma popa
Rev.	Date	Made by	Date	Approved by	Description
Project	<b>040 UME 660 LANDING CRAFT</b>				
Reference	<b>020 GENERAL ARRANGEMENT</b>				
Scale	1:15	Format	A1	Page	N. of Pages
Made by	MCC	Date	20190818	Revised by	MCC Date 20190818

**C2** | NAVAL ARCHITECTURE  
MARINE ENGINEERING  
www.C2-na.com | info@C2-na.com | +34-912-877-790

| This drawing is the property of C2 | NAVAL ARCHITECTURE & MARINE ENGINEERING (hereinafter, C2). It should not be reproduced or reproduced for any construction or shared with third Parties without a written authorisation. Builder should check the content of this drawing and advise the C2 in case of any discrepancies prior to any construction. All modifications done by Builders without specific written authorisation are carried out under their exclusive responsibility.  
| Este plano es propiedad de C2 | NAVAL ARCHITECTURE & MARINE ENGINEERING (en adelante, C2). Su contenido no debe ser reproducido, adaptado a una nueva construcción ni compartido con terceras Partes sin autorización escrita. El Constructor deberá comprobar el contenido del presente documento y avisar a C2 en caso de discrepancia. Toda modificación realizada por el Constructor sin autorización expresa, será considerado bajo su responsabilidad.