

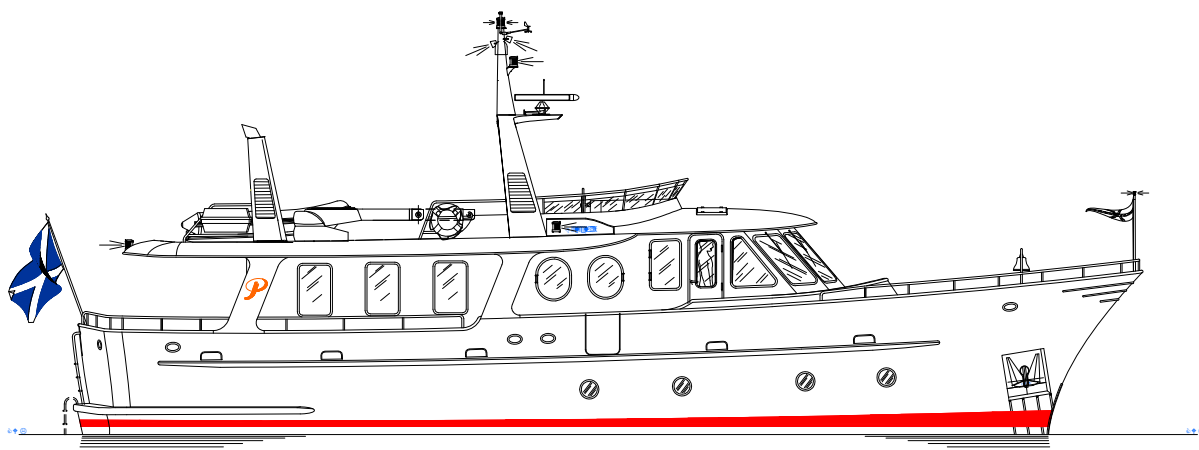
Olivier F. van Meer

YACHTDESIGNERS.COM

NAVAL ARCHITECTS - YACHT & INTERIOR DESIGNERS - PROJECT MANAGEMENT - SURVEYORS - MARINE CONSULTANTS

Admiraltrawler[®] 65'

Full Displacement Ocean-Going Trawler



Exclusive Builder: Dutch Yacht builders, Enkhuizen, NL

Client Specification

March 25th 2009

Creators of:

Puffin[®] - Little Zaca[®] - White Rose[®] - Full Moon[®] - Celine[®] sailingyachts
Grande Estime[®] - Goeree[®] - Admiraltrawler[®] motoryachts

Capt. Olivier van Meer is member of the Netherlands Society of Naval Architects N.B.J.A.

Olivier F. van Meer Design BV Dijk 56 1601 GK Enkhuizen The Netherlands.
Tel.: + (31) 228 321665 Mobile: 0653 311089 Fax: + (31) 228 321667
www.yachtdesigners.com E--mail: vanmeer@vanmeerdesign.nl

Bank: Rabobank Enkhuizen accountno. 31.73.26.333 Bank code: 3173
Chamber of Commerce and Industrie reg. no.: 36043732 VAT no. NL802949423B01

All our services, offers and contracts are subject to the latest Regulations and Rates of the Netherlands Society of Naval Architects as registered with the District Court of Haarlem (NL).
Copies of these Conditions will be send free of costs on first request.
Any liability of Olivier F. van Meer Design BV is limited to such amount as is paid out in the matter concerned under the architects professional liability insurance.

GENERAL

This Client Specification does not pretend to describe the complete yacht. It is ment to give an impression of the quality and specific characteristics only. The exclusive agent and builder DYB builds this yacht complete, in-house, to the highest customized specifications, turn-key and ready to go anywhere.

Architect Olivier van Meer and the yard can explain and customize the extensive Building Specification to the clients demands and provide a complete offer and date of delivery in short time.

MAIN PARTICULARS

Project	:	New built
Type	:	Round bilged, full displacement, ocean-going trawler.
Naval Architect & Designer	:	Olivier F. van Meer Design BV, Enkhuizen, The Netherlands
Interior Design & Styling	:	Olivier F. van Meer Design BV, Enkhuizen, The Netherlands
Building Procedure	:	Complete in-house, turn-key built by DYB Yachtbuilders, Enkhuizen, The Netherlands
Construction	:	Steel hull, deck and bulwark. Aluminium superstructure.
CE Category	:	A (oceangoing/world-wide)
Classification	:	Built with a Hull Built Certificate of Lloyds Register of Shipping
Length over all	:	19.99 m
Waterline length	:	18.05 m
Beam	:	6.13 m
Draft	:	2.30 m
Airdraft	:	7.70 m
Displacement	:	68 tons
Engine	:	1 x 250 kW (340 hp) MAN 2866 LXE 40 A-rating
Cruising speed	:	10 knots at approx. 1800 rpm
Economic speed	:	9 knots at approx. 1390 rpm
Range	:	3.200 Nm
Fuel	:	9.884 litres
Fresh water	:	1.862 litres
Black water	:	464 litres
Grey water	:	577 litres
Persons	:	Owner 2, guests 2 x 2, crew 1

1 Hull & deck

Plating & profiles : St. 42, Grade A, Certified Shipbuilding Steel, sandblasted to SA 2,5
Welding : Puls Mig

Superstructure

Plating : AlMg 4,5 Mn 5083/W28 and H321
Profiles : AlMgSi 0,5, F22
Extrusion 6082/F28 of 6060/T6
Welding : Puls-mig

All materials will be delivered with certificates of origin.

The hull is built with a Hull Built Certificate of Lloyds Register of Shipping.

Hullshape : Roundbilge, fixed bilge keels, flared bow, positive rounded stern, small swimming platform, classic sheer, extreme seaworthy hull-lines.
Keeltype : Continuous U-shaped keel, fixed bilge keels.
The yacht will be able to dry-out.
Bow : A bulbous bow will be integrated in the linesplan.
Basic thin ice reinforcement around bow.
Rudder : NACA profiled dubbelplated rudder protected by keel sole.
Bulkheads : Watertight bulkhead in bow (forepeak)
: Watertight bulkhead between guestcabins and ownerscabin, including watertight door.
: Watertight bulkhead in front of engine room.
: Watertight bulkhead between lazarette and engine room, including watertight escape door.
Bulwark : Single plated bulwark with doors on PS, SB and aft.
Integrated filling and deaeration stations for fuel and water on ps and sb.
Tanks : All tanks besides the wing tanks in the engine room are integrated bottom tanks and executed with large professional manholes. Engine and genset do have one daytank. All tanks with suction pipe and manual pump to tank bottom for evacuation of dirt. Holding tanks with drainage via through hull fitting + connection on deck for evacuation ashore. All tanks will be executed with Tank Tender vacuum monitor system adjacent to the navigational area. The wing- and daytanks will have visual level meter (vertical type) with scale division as well.
Deck entrances and hatches : Double hatch with gasstruths to forepeak (aluminium)
: Foredeck escape hatch with gasstruths to crewcabin (aluminium)
: PS and SB entrance to bridge (aluminium)
: Main entrance from aftdeck to saloon (double hinged teak doors)
: Deckhatch with gasstruths to lazarette (aluminium/teak decked)
: Watertight aluminium door in engine room shaft to engine room
: Watertight aluminium door to decklocker opposite the engine room shaft

All entrances and hatches will be 100% watertight and equipped with gasstruths and/or damping devices for safety as well as stops for the doors. They will all be lockable.

A recess is made in the parameter around/under the cockpit roof for the storage of cockpit tarpaulins.

Solid and strong fittings for anchor/buoy fastenings in the forepeak, also to be used

for storage of landing ladder.

All passageways, stairs and fixed structures will be rounded of, no sharp corners and engineerd for easy maintenance as reasonable as possible and for safety.

All water of flybridge and deck will be drained overboard via internal drains with their opening just above the cwl.

2 Preservation & Paintwork

Two-component system specified by International, inside and outside. Fully supervised and certified by manufacturer. Shipsname on both sides, shipsname and homeport on stern. One colour for deck arrangement, one colour for hull, including one waterline stripe. Extra strong underwater fouling. Colours to be decided to by the owner.

3 Entrances, Windows, Portholes, Hatches and Ventilation

Windows and portholes are Lloyds Register approved.

Entrances	: See hull
Windows	: Fixed openable aluminium custom-made windows in superstructure
Portholes in hull	: Fixed steel openable portholes with permanent blinds All glass of windows will be double glazed to avoid condensation; outside of minimum 12mm hardened glass, inside normal glass.
Hatches	: See hull
Ventilation	: All ventilation openings (Engineroom in- and outlet on aftside flybridge deck + General Accommdations Ventilation in- and outlet on navigation mast on bridge deck will have permanent watertight closing devices. On this location central electrical fans will provide the complete ship with fresh air by an intrgated ventilation system.

4 Propulsion

Engine	: 1 x 250 kW (340 hp) MAN 2866 LXE 40 A-rating Dry exhaust running up to the flybridge deck. Engine and genset can be removed via a semi-permanent hatch in the saloon sole.
Reductiongear	: Hydraulic.
Propeller shaft system	: Stern gland with water lubricated rubber bearing.
Propeller	: Four bladed fixed propellor.
Bowprop	: Hydraulic, 45 kW
Controls	: Basic unit for all the above functions in bridge and on flybridge deck.

Aquadrive shock absorbers for engine foundations.

Oil transfer pump on mainengine and generator.

Mercurex (various frequency) silencers for dry exhaust of main engine.

Start-stop function of genset and mainengine in Engineroom, on flybridge and in wheelhouse. Led monitor, stop and fuse function for pumps in the navigational area.

Soles of the engineroom will all be removable and will have hatches on relevant locations.

5 Steeringsystem

Hydraulic (seperate) system with controls by wheel on bridge and flybridge.

Simrad/Robertson 1 HP autopilot will be integrated.

Emergency tiller to be placed immediate above the rudderstock with closing device in the aftdeck.

6 Interior

See typical General Arrangement.

Insulation: PU Foam for all accommodations, mineral wool for engineroom.

Built to the very high standard of De Gier & Bezaan Yachtbuilders, to the detailed design and styling of the architect.

Key-words are: simple, straight, maritime, warm atmosphere; 'what you see on the outside can be expected on the inside'.

Type of hard-wood to be Cherry. Soles to be teak with hard maple longitudinal stripe. All satin finish.

Soles in cabins to be with carpet. All floors removable.

Sofa cushions made of various weights, well modelled polyester. The owner will test the samples before execution.

Matrasses made of 15 cm latex.

Upholstery for all cushions and matrasses made of light hardy and strong furniture fabrics in a selection of standard colours, flame-proof BS5852. For upholstery textiles, curtains and sun blinds an estimate price of €12.000,-, excl. VAT, included in yards price.

The Lazaretto will be equiped with a removable sole, storage facilities for cordage, electrical cables, hoses, wine-shelves etc.

Arrangements in cupboards, cabinets, shelves, for pots, pans, glasses, wardrobes etc. to provide seaworthy storage

Shelves in engineroom for tools, lubrication oil etc.

All relevant space not used for technical equipment or otherwise will be made suitable for store room.

Barometer, hygrometer, clock, TV/Video, radio/CD etc. is owners delivery but will be installed by the yard.

Lighting in wardrobes.

A4 format safe to be installed in the owners cabin.

7 Exterior

Teak paneled double, hinged entrance door from aftdeck to saloon.

Teak caprail around the full parameter of the ship.

Massive teak deck to yards standards, on full maindeck upto Portugese bridge. Raised foredeck and Flybridge deck to be painted and sanded for non slippery, these decks will be constructed in a way that teak or treadmaster etc. can be added later.

Stainless steel deckfittings, hinges/closing devices and hardware for the exterior.

Base for the dinghy.

8 Electrical Installation

24V DC

Engine batteries : approx. 70 Ah/12V

Alternator engine batteries : 12 V, 90 Amp. on main engine

Domestic batteries : approx 800 Ah/24V with 12 Volt converter for instrumentation and navigational lights.

Alternator domestic batteries : 24 V, 90 Amp. on main engine

Emergency batteries : 120Ah, 12 V for Communication and Navigational lights.

Both alternators on the mainengine are interchangeable in function and type, both batteries charge the emergency batteries as well.

Current controlled relay.

Chargers : 2 x 100 Ah/24V Mastervolt

Main switch panel with circuit breakers adjacent to navigation area.

Two main switches.

Electrical take of connections for handheld spotlight on flybridge and on ps and sb outside the wheelhouse doors.

Dimmed night light in all accommodations.

Sufficient number of sockets (12, 24, 220 V) in the relevant spaces.

220V AC

Shorepower	: Softstart system for 230V and 110V shorepower. Connection at stern and bow.
Converter	: 1 x 1600 W 24/220V, sinus output, Mastervolt
Generator	: 12 kW, 1500 RPM, Closed cooling system, wet exhaust, in silentpack, Whisper of Mastervolt.
Interior lightning	: 24 V halogen, brass gilded, make Cantaluppi
Navigational lights	: Sternlight, Portside light, Starboard light, Anchorlight, SB and PS mooringlights.
Exterior lights	: Bull-eyes around the superstructure, under the flybridge deck. : Indirect Flexlite (illuminating the main and upper deck) under the full perimeter of the caprail on maindeck. : Plafonieres above the aftdeck and above the flybridge
Watermaker	: approx. 200 liter/hour
Freezer	: Coolmatic 24V, freezer/coolingbox with Danfoss compressor
Fridge	: Coolmatic, approx. 185 liter, 24V with Danfoss compressor
Electrical stove	: Installed on a swing construction (treated like a sailboat stove)
Microwave combi with oven and grill	
Washing/drying combination (Miele)	

A hull current (corrosion) meter will be installed.

9 Technical Installation

Hydraulics	: Seperate stand alone hydropack in engineroom for: anchorwinches (also manual) bowprop mooring capstans aft
Heating	: Kabola, central heating system throughout the ship, including engineroom. 'Hidden' convectors will be used (in combination with under bed ventilation) in the accommodations, a towel design radiator will be used in the bathrooms. Closed hotwater circuit connected to both main engine and genset for warm start in cold climates.
Hotwater	: Kabola combined with central heating (boiler system with non-stop hot water on taps).

The complete Kabola heating & hot water system is connected with main engine and genset by heatexchangers, as well as the 220V shorepower by an element, a sperate buffer boiler might be used if necesarry.

Electric Bilgepump	: 5 x identical Henderson 24V, with automatic and electrical switch. (Each compartment has it's own pump/dirt-grill combination and outlet above water, connected to the deck-drain pipe, so no pipes throug watertight bulkheads).
Manual Bilgepump	: 1x 165 l/min Henderson on deck specially for engineroom. Electrical blackwater pump Electrical greywaterpump Electrical pumps in small collection tanks for shower waste water to holdingtanks.
Hydrophore	: 20 l/min. 2 Bar, 20 liter pressuretank
Deckshower (hot & colt)	: on aft ship.
Deckwash pump	: Using saltwater, connection fore and aft, also for anchor/chain cleaning. Including hose and pistol.
Electrical flush toilets	
Connection on maindeck and flybridgedeck for a compressor hose (filling fenders, dinghy etc.)	

10 Navigational & Communication equipment

Due to the extreme fast development of technical systems and related prices the Navigational and Communication equipment is not included in the yards price, although the design and installation is included.

The architect will make an advise list on Communication nad Navigational equipment, which we strongly advise to finally select and order/deliver approx. 6 months before launching, to aim the best prices with the best technological development.

We advise to make a reservation of €40.000,- excl VAT, to cover a full world-wide navigational and communication system.

11 Rigging

Fixed navigation mast with extra space to add or change antenna's in the future, also an accesable cable tray will be executed by the yard in order to add cables later.

On the aftdeck a double trawler type exhaust mast is placed combined with a manual boatboom to lift and launch the dinghy from both ps & sb.

12 Equipment

Anchorwinch	: 2 x Vertical electrical/manual Muir winch with independent capstan, controlable from foredeck, bridge and flybridge.
	: double bow-stowed anchor; hosepipe, anchorplate etc.
Chain	: 2 x 80 m, 13 mm, galvanized chain
Anchor	: 2 x 80 kg Pool anchor on recessed stainless steel anchor on the bow.
Mooring bolders and fairleads	: 6 x (fore, middle, aft) stainless steel bollards on foundations on deck including bulwark integrated stainless steel fairleads.
Boarding facility	: Fixed stainless steel ladder on the stern.
Grab rails	: Classic round teak grab rails in stainless steel fittings where necesarry outside and inside in order to provide save passage over and through the ship in rough wetter

Flagpole integrated in the aft cockpit frame, guest and owners flag in mast.

Loudspeakers in saloon, cockpit and flybridge.

Lifebuoy with light, lifesling, parachutes, 1 x 8 pers. liferaft and sufficient fire-extuingshers as well as a fire-blancket wil be delivered and installed by the yard.

Fender & cordage holders on foredeck.

Foghorn with compressor.

Deck furniture; cockpit table and chairs, flybridge chairs

Dinghy

Audio/TV/Video equipment (entertainment equipment)

Sunawnings, tents and tarpaulins

Clock, hydro and barometer

Anchor bal

Boathook

Flags

- This client specification is a resume of our extensive and detailed Building Specification. For competition reasons this Building Specification can not be handed over in a preliminary stage. The B.S. can be discussed during a meeting with the Architect and/or the Yard.
- Weights and measurements are estimates, they can change sligtly until the final customized Building Specification.
- This client specification is valid at the time of printing, all previous specifications are no longer valid.
- Details of the construction, manufacture, equipment and systems may be changed without prior notice as a result of development from design, engineering, practicel and due to regulations from authorities and classification regulations. The standard of quality and equipment will, however, be at least as specified herein.
- Olivier F. van Meer Design BV delivers the complete design and working drawings of the complete yacht as well as the computerinformation for CNC cutting of all hull materials (Shipkit).
- No rights can be deserved from this brief Client Specification.

Copyright of text, photo's and illustrations are strickt by Olivier F. van Meer Design BV.

Admiraltrawler® in name and logo is a Registered Trademark owned by HMS Beheer BV & Olivier F. van Meer Design BV.