

800 m3 Trailing Suction Hopper Dredger

This Trailer Suction Hopper Dredge was built in 1967 at Sleephelling Maatschappij Scheveningen - Netherlands, and has been working for the last 12 years doing the dredging of the access channels of two Portuguese ports under the supervision of its Port Authorities. The sand with possible commercial use is pumped ashore through a 600 mm (24 inches) piping system connected at the bow of the dredge. The mud and the sand with no possible commercial use are discharged at sea through its bottom dumping doors. The dredge is in very good working conditions and has been carefully maintained and renewed with the substitution of most of equipment. The dredge is actually doing the bi-annual survey in order to renew certificates. All the repairs and paintings (included in the price) must be done by December, 2009.

Located in Portugal

Price for Dredger: EUR € 1,850,000

Technical Details

Principal Dimensions and Characteristics

Length Over All:	61 m	200 feet
Length between Perpendiculars:	56 m	184 feet
Beam:	12.6 m	41 feet
Load Draft:	4.76 m	16 feet
Draft:	4.00 m	13 feet
Hull type:	Single Hull	
Hopper Capacity: (Maximum)	800 cubic meters	1,046 cubic yards
GT / NT:	1,164 / 349	
Hull Material:	Steel	
Speed:	9.5 knots	
Fuel Consumption:	150/160 liter per working hour	40/42 per working gallon
Year Built:	1967	

Accommodation:

The dredger has a kitchen, mess, laundry, and all the accommodations for 15 crew members.

Crew (working on a 10 h/day basis) - 5 people

Crew (working on a 24 h/day basis) - 7 people

Propulsion and Dredging System

The propulsion and dredging systems are powered by a very reliable electrical system (no problems on the last 12 years), based on 3 independent generators coupled to 3 MWM TBD 602 V16 diesel engines (only 2 of them are normally used - only in bad conditions the 3 engines are used together).

Main Engines (3)

Make/Model:	MWM TBD 602 V16	
Power @ 1,500 RPM	820 kW x 3	1,100 hp x 3

All engines have been overhauled and are in perfect working conditions.

In stock as spare there is an extra engine MWM TBD 602 V16 - 1,100 hp, 200,h running, to immediately substitute any of the main engines, if an unexpected big problems occurs with any of them.

Main Generators (3)

Make/Model:	GARBE LAHMEYER / RP 119B	
Power @ 1,500 RPM / 1,080 Amp	545 kW/DB	731 hp/DB

Propulsion System

Two (2) independent screw propellers, each one powered by a GARBE LAHMEYER RP 140C, 1,080 Amp, 728 kW/DB (976 hp/DB), 0-1,000 rpm. Navilus Getriebe 5:1 Gearbox.

Dredging System

Two (2) GARBE LAHMEYER RP 140B, 1,080 Amp, 560 kW (751 hp) each, Gearbox OLIMAR TDX-2X, 3,5:1.

Dredging Pump

Make/Model:	GIW LSA- 26 x 28 - 58.9 KF, 2005
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New impeller and suction plates are being installed.

Loading time: 25/35 minutes depending on the depth and characteristics of the material.

Unloading time (pumping ashore): 30/40 minutes.

Suction Pipe length: (single drag head)	18 m	59 feet
Suction Pipe diameter:	800 mm	31 inches

All the piping after the pump (700 mm / 28 inches) is being substituted by a new one during the actual survey (17 mm / 0.67 inches thick). The sand screen system is also being substituted by a new one. This system doesn't allow that stones or any dust over 25 mm (0.98 inches) enters to the hold when dredging sand for commercial purposes.

Auxiliary Engines

One (1) Gen set SDMO 275 kW (369 hp) - 2009- Diesel Engine VOLVO Telys II, Type TAD 734 GC, 1,500 rpm, generator LEROY SOMER Tipe LSA 462L6 J614

One (1) Gen set SDMO 200 kW (268 hp) - 1999/ installed 2005 - Diesel Engine VOLVO, Type TD 1210 G, 1,500 rpm, generator GS 250 M

These Gen sets have a redundant system. If any problem occurs in the one in use, the other starts working automatically.

Port Auxiliary Gen set: Caterpillar 50 kW (67 hp) powered by a Diesel Engine Caterpillar 57 kW (77 hp).

Other Equipment

Two (2) radars (1Furuno +1JCR)

Automatic Pilot ROBERTSON

GPS FURUNO

Two (2) Sounders (SIMRAD EQ 33+ RAYTHON)

VHF Marine IC

Computer Dredging System MAP SEA

Hull cameras etc...

The dredger has mechanical and electrical work stations and lots of spares to occur to normal repairs.



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