

SPECIFICATION

Type: 2 x Landing crafts

Built/Conversions etc.: 1972 by Mjellem & Karlsen AS, Bergen, Norway
Totally converted to new class in 1996 at Tromsø Shipyard
The vessels served in the Norwegian Navy's LGF (Landing Vessel) –
squadron until 2003, when they were sold to civil market.
The rebuilding involved modernizing half the vessels. I.e. the bottom and
thoughts as well as the hull was the same as before but new wheelhouse
and fixtures, bow port, rear port, and the hatches were built new. The
previous construction contains the wheelhouse / superstructure was placed
on the starboard side of the vessel, and the deck was open without any
weeding or roof, which was often considered a problem in bad weather.
This is now considered old building of ferries / charter boats in the shorter
speed areas. It was cramped for the crew and any "passengers /
customers" in these vessels. Instead, it was then built a solid
superstructure of aluminum in the aft edge of the vessel, and the hatches
of aluminum was added ahead of the run that covered roof for any cargo
and vehicles. It was also made an extension of the vessels, so covered was
consistent with stabilisation or trim the vessel's keel and "behavior" in
different seas, not to mention more space. The vessel was also fitted the
ability to supply other vessels or stations with various types of liquid
media, such as oil, waste oil, diesel, separated diesel, fresh water and
wastewater.
In the Navy the vessels were mainly used as supply vessels and support
vessels. With its gas-tight and protected against radiation in the
construction, they were considered to be floating bunkers. The vessels
could carry up to seven Leopard 1 tanks to run the deck with personnel or
other vehicle with personnel, or an infantry company (about 40 men) in
banjere with equipment. Multi-Functional seen the vessels could also be
used as my vessel. As the fire was the vessel equipped with 3 pcs.
Rheinmetall 20 mm anti-aircraft guns and was therefore in the light level
acceptable to the plane attacks in the fjords, where she often operated in.

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Often Marine fighter command and other special forces in companies well exercised by the use of a landing vessel in different operations, because these vessels had better access to difficult terrain or situations where other planes and other transport was unattractive.

Civilian use: The vessels are working today in civilian trade continued as multi supply. Among other things there was mounted one 120 ton deck crane promote on the ground to be yet more function as a multi various fields where lifting operations must be done. They have contributed in a variety of freight operations for both construction and defense, and by appointment since the acquisition from the Navy, to continue to transport the reindeer for the Sami people to and from grazing on different islands in Finnmark. The vessels are also well suited as standby vessels within the oil industry.

Class:	NMD European trading certificate
Dimensions:	Length overall: 60,58 m Width: 10,3 m Draft (KVL): 2.10 m
Tonnage:	907 GT – 347 NT
Transport deck:	Length: 54,5 m Width: 6,6 m Heigth: 3,6 m
Bow port:	Width: 4,0 m Heigth: 3,8 m Stern port: Width: 4,3 m Heigth: 3,5 m
DDiesel fuel capacity:	135 m3
Fresh water capacity:	41 m3
Range:	8900 nautical miles (11 knots)
Main engines:	2 x 610 BHP DEUTZ MWM, TBD 234 V12 Main engines derated from 1800 to 1650 rpm from 612 BHP to 469 BHP.
Main propellers:	2 x Schottel SRP 300

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Service speed:	11.6 knots
Consumption:	3300 liter in 24 hours
Bow thruster:	2 x Schottel Pumpejet SPJ 22 (2 x 134 BHP)
Auxiliary engines:	256 BHP Deutz MWM TBD 234 V6 342 BHP Deutz MWM TBD 234 V8
Power Supply:	3 x 230 V, 50 Hz
Accommodation:	4 x Single berth cabins 4 x Double berth cabins 2 x Four-berth cabins All with necessary personnel facilities Project room and customer's facilities
Passenger & Crew capacity:	40 passengers + 17 crew
Crane:	Palfinger MH120 Crane was mounted in 2005