

MULTIPURPOSE VESSEL: FENIX VIGO



THE FÉNIX VIGO IS A VERY VERSATILE “MULTIPURPOSE - MULTICAT” WORK BOAT FOR PERFORMING ALL KINDS OF MARITIME AND UNDERWATER WORK AND SERVICES BOTH IN PORT AND OFFSHORE.

IT IS A BOAT OF 34 m IN LENGTH AND 9 m IN BEAM WITH A ROBUST NAVAL CONSTRUCTION THAT ALLOWS IT TO PERFORM HEAVY WORK WITH GREAT STABILITY, HAVING TECHNICAL MEANS THAT PROVIDE IT WITH GREAT LIFTING AND CARGO TRANSPORTATION CAPACITY.

Summary of main features:

MAIN SPECIFICATIONS FENIX VIGO			
Classification	SOLAS III/T (60 miles)	Propulsion	2 ud. Caterpillar 3406 - 447 kW
Type	Support specials	Propellers	2 u. 4-blade fixed pitch
Register port	Las Palmas. Spain	Auxiliaries engines	3 ud. Perkins 6TG2AM - 278 kW
Base port	Vigo	Winches	2 ud. SHPYME of 50 and 30 Tons
Length	34 meters	Crane	Effer Deco 120/3SL of 120 Tons
Breadht	9 meters	Positioning	4 u. Vertical winch 5 Tons
Strut	3.35 meters	Bow blocks	140 tons hoist
Depth	1.2-2.6 meters	Bombs	3 u. suction/discharge/extinguishing
Displacement	563.60 tons	Bultibeam sounder	Multibeam FURUNO DFF-3D
Gross	268 GT's	Max speed	10 knots
Cargo deck	160 tons and 180 m2	Crew max.	12 persons
Warehouse under cover	40 m2	Fuel	Diesel with a capacity of 20 tons
Under cover accommodation	Cabins and meetings	Sweet water	12 Tons
Enabling on deck	Government, kitchen, bath	Ballast tanks	124 Tons

Among its strengths, we can highlight its wide open deck of about **180 m2 (18x9m + 4x5m)** with a load capacity of up to **160 tons** on it, due to a solid naval construction. This makes it a perfect candidate for transporting large and heavy loads on deck, such as shipyard **blocks or containers, they can even load vehicles, trucks or excavators** by rolling down the ship's bow ramp under their own power.

The powerful pulling, lifting and hoisting elements are installed on the deck, such as its **EFFER DECO 120/3SL hydraulic crane with a maximum load capacity of 120 Tn/m (40 Tn-2.5 m and 4.65 Tn-19, 5 m), plus 2 pcs. of 50 Tn and 30 Tn direct pull winches.** From the bow structure with the forwarding system, the ship will be able to lift loads of up to **140 tons from the seabed.**

It has **124 tons of ballast** in various tanks distributed throughout the ship to improve stability when maneuvering, transporting or sailing with heavy elements.

All this allows it to carry out a multitude of tasks such as: transport of parts and merchandise, recovery/anchoring of the dead, installation, maintenance and disassembly of buoys, floating elements and chains, support platform for underwater works, support for offshore platforms and structures. shore (wind turbines or wave energy), professional diving operations, caisson positioning and anchoring, installation of outfalls, cable laying and recovery, operation with ROVs, biological sampling and scientific work, rescue and salvage operations, as well as bathymetric work.

It is a vessel with a shallow draft, very maneuverable thanks to its two propeller shafts, which makes it especially versatile inside ports. In addition, it has **4 vertical hydraulic winches to carry out positioning manoeuvres**.

The vessel is within the International **SOLAS Classification: III / T / up to 60 miles** and specifically the type of special vessels for support and supplies to platforms, rescue, fire and pollution control, so it is perfectly equipped for offshore work.

The ship is equipped with single-phase, three-phase, continuous, hydraulic and pneumatic energy to power its own or external tools and carry out assembly and maintenance tasks for structures or floating or submerged elements.

Regarding navigation and technology, it has an autopilot and satellite compass, **with 3 steering positions and navigation assistance with cameras**.

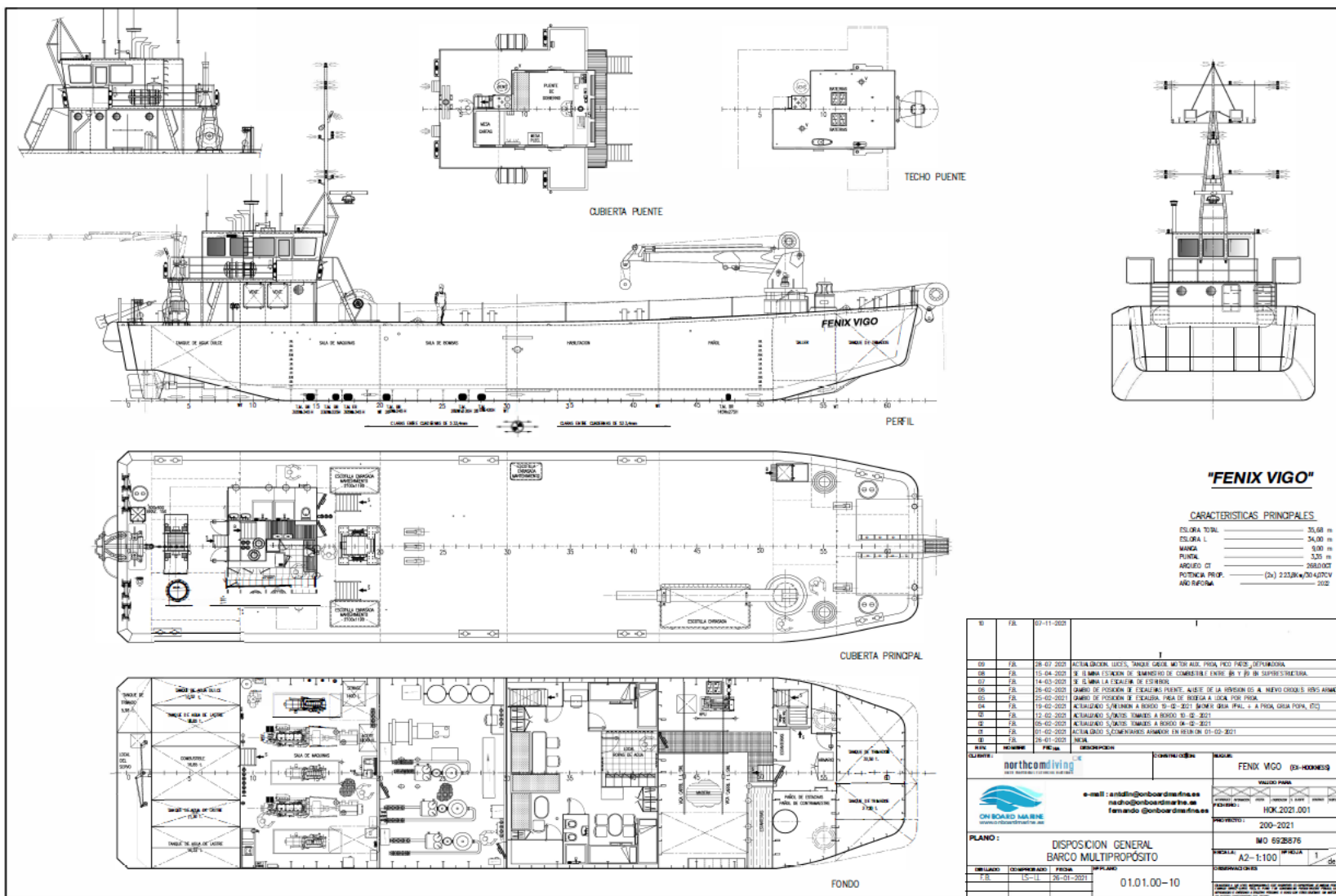
In terms of bathymetry/bed study, the ship is equipped with a **FURUNO DFF3D multibeam digital** sounder with a detection range under the ship of up to 300 m. Being able to **make 3D representations or vertical cuts**, as well as define the typology and characteristics of the materials that make up the seabed.

It has accommodation to easily accommodate about **12 people**, with several cabins and rest areas, meeting room, bathrooms, and kitchen. In addition, below deck, it has a large cargo hold of about 40 m², where goods and technical equipment can be stored, through a large watertight hatch with hydraulic opening.

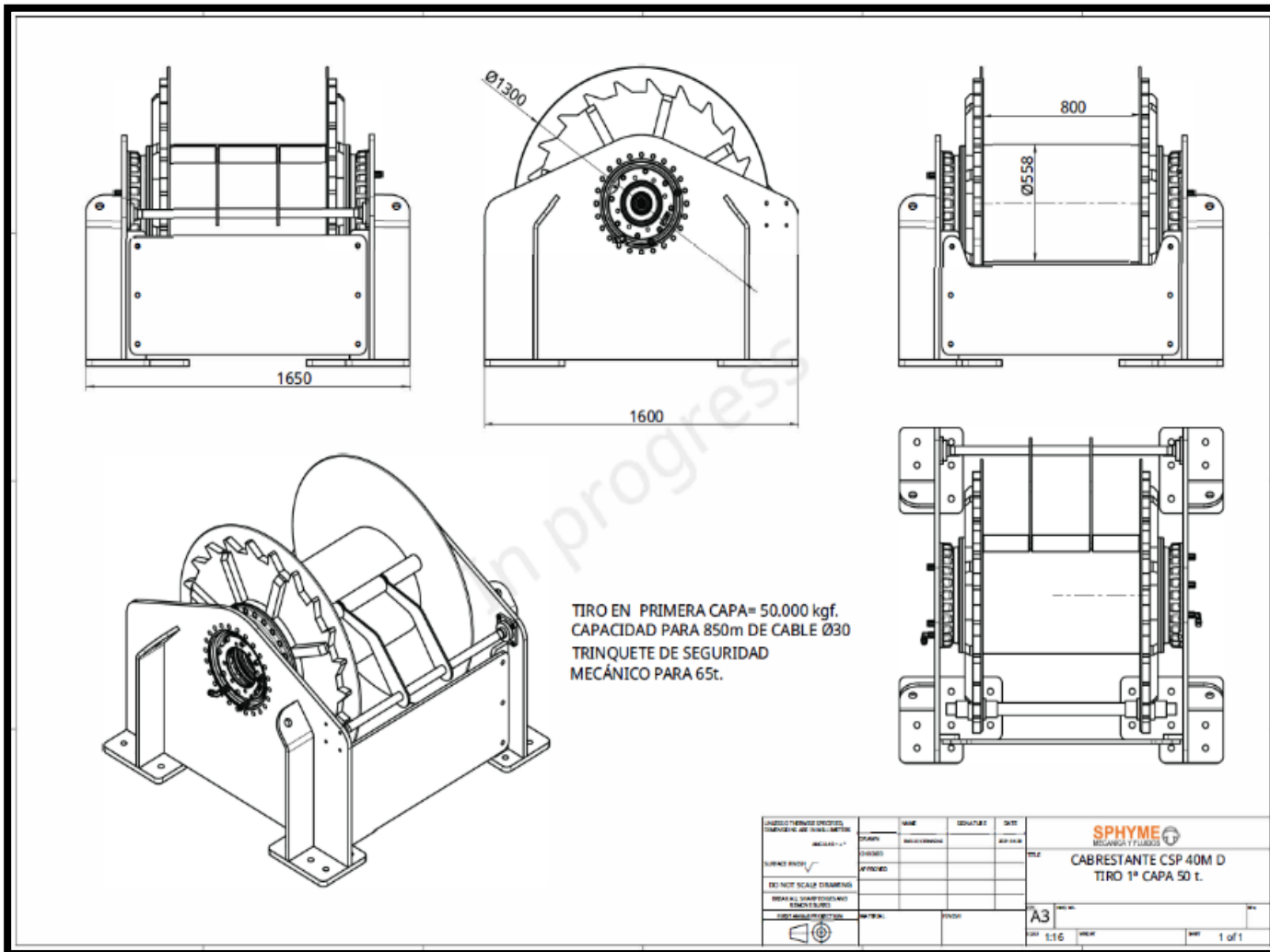
Additionally, the boat is Authorized by the government of Spain and the environment as a **professional transporter of both hazardous and non-hazardous waste**.

For all these reasons, the Fénix Vigo is a boat designed and technically conditioned to carry out any type of maritime or underwater operation or service, whether in port or offshore, guaranteeing both the safety of people and the correct execution of the work at all times and services performed.

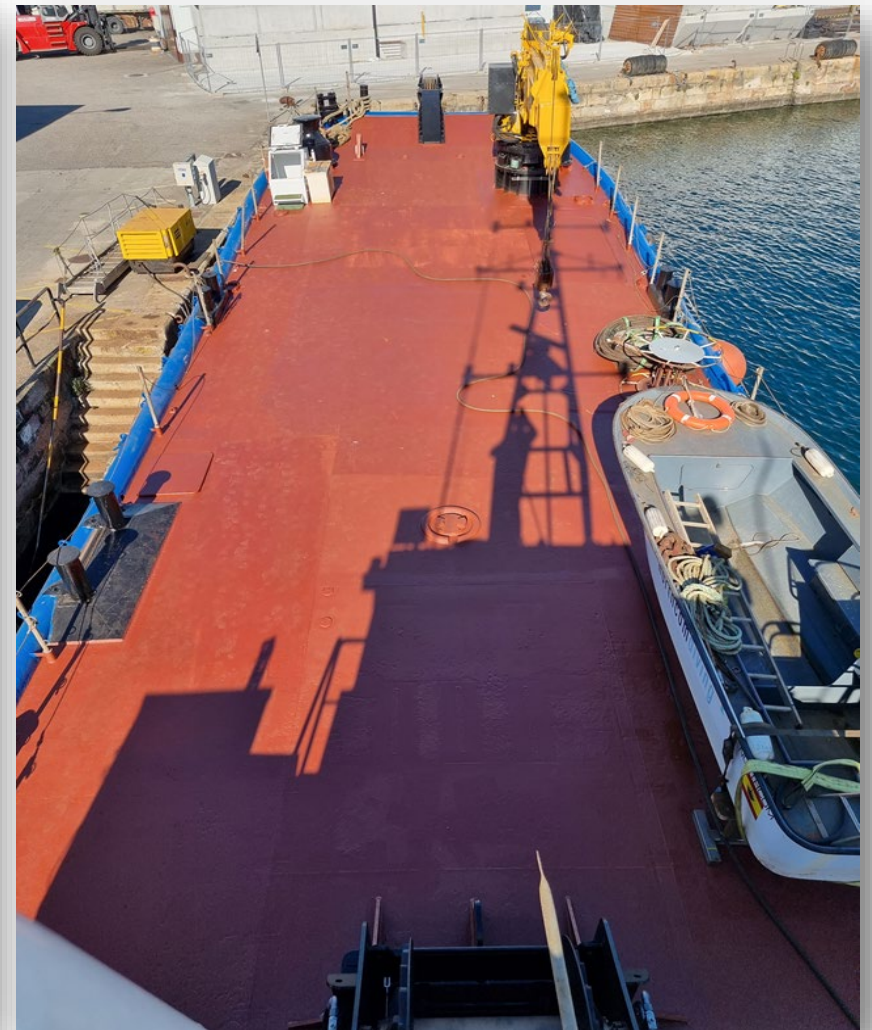
Below are plans and photographs of the various parts and elements of the ship::



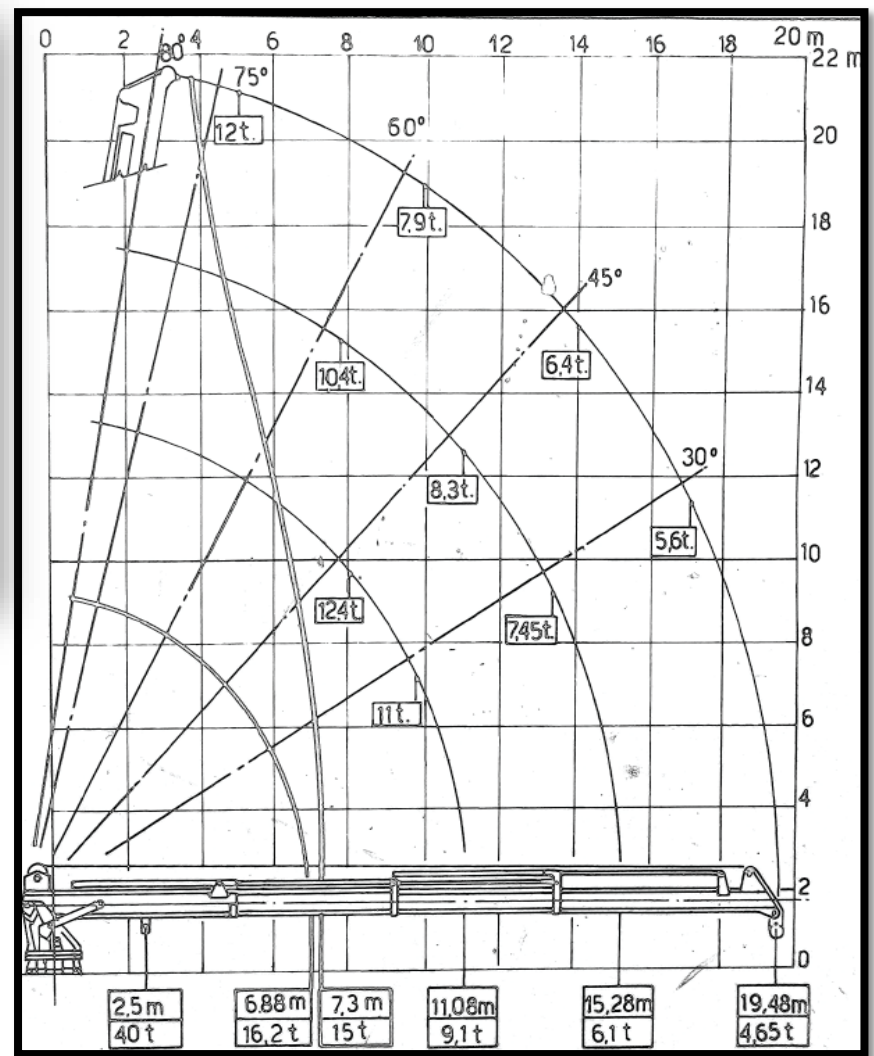
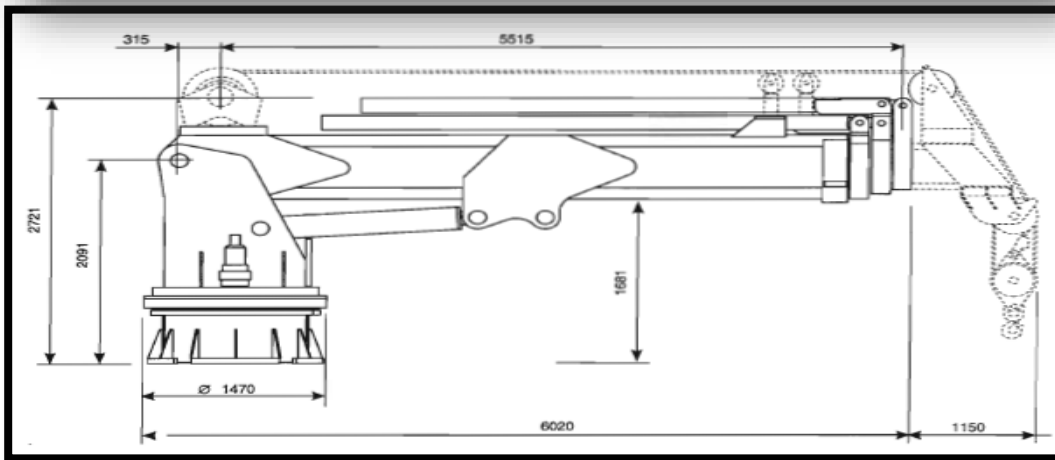
50 ton bow winch detail:



Photographs of the 180 m2 of clear deck (18x9 m + 4x5 m)



Crane detail photo and load diagram:



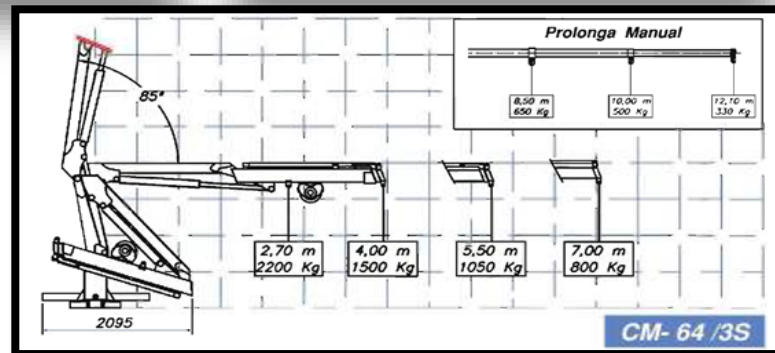


Hoisting/maneuvering system by bow structure of up to 140 tons and boarding of vehicles by its means.

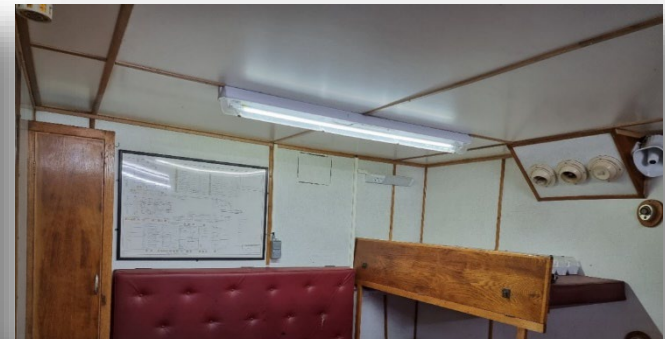
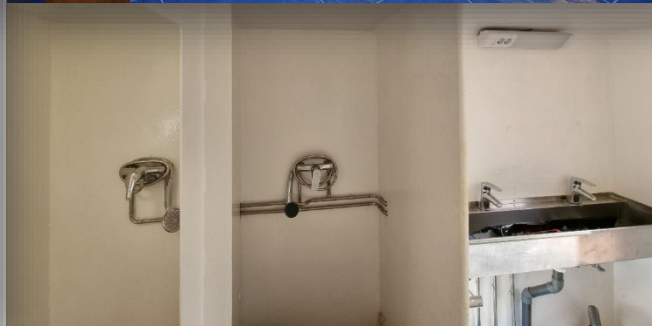
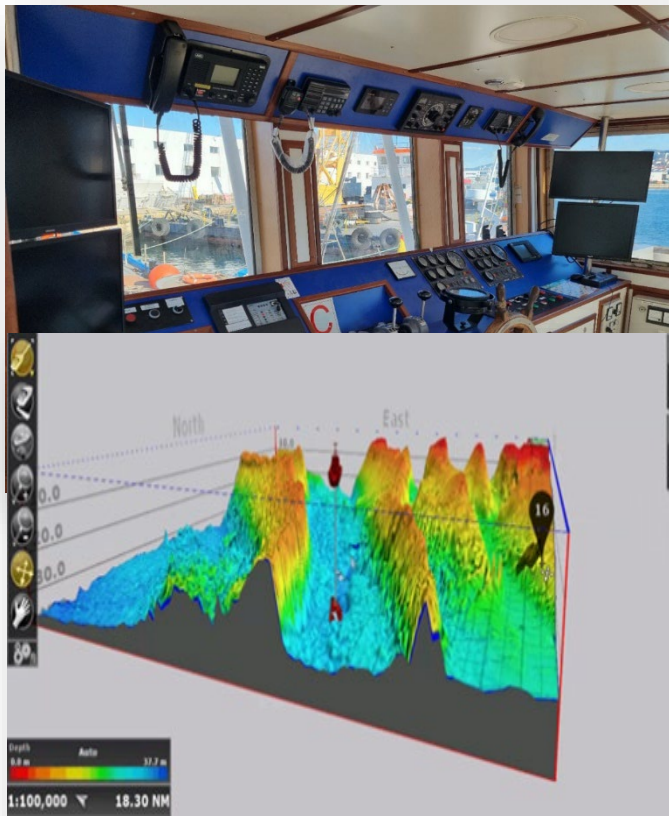




Stern lifting/maneuvering system of up to 30 tons with a CYTECMA CM-64/3S service crane and hydraulic access hatch to the cargo hold.



Government area, cabins, meeting room, kitchen, bathroom and multibeam.





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