
VERSION	DATE
REV .000	
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SPECIFICATION
OF 5.0M TOTALLY ENCLOSED LIFEBOAT

5 米全封闭救生艇规格书
(耐火型/FIRED PROTECTED)

DRAWING NO.:

COMPILED BY:

VERIFIED BY:

AUDITED BY:

宁波新海业救生设备有限公司
NINGBO NEW MARINE LIFESAVING EQUIPMENTCO., LTD

GENERAL

- * NM50 totally enclosed lifeboat has been designed and manufactured in accordance with LIFE-SAVING APPLIANCE CODE MSC.218(82)&MSC.272(85) and tested in accordance with MSC. 81(70) and its amendments MSC.226(82) &MSC.274(85)
- * The boat will be launched and recovered by the gravity davit. The helmsman inside can launch the boat through the control wire. For convenient boarding, two side doors are provided as the embarking way.

概述

NM50 全封闭救生艇是根据 1974 国际海上人命安全公约修正案以及国际救生设备规则 - LSA Code-MSC. 218 (82)&MSC. 272 (85) 进行设计制造并遵照 IMO Res. MSC. 81 (70) - 救生设备试验进行试验及其修正案 MSC. 226 (82) &MSC. 274 (85).

NM50 救生艇通过重力式吊艇架降放和回收。降放过程可由驾驶员在艇内操作完成。侧门作为登艇口。

LEADING PARTICULARS

L	5.00M
B	2.20M
D	1.10M
H	2.85M
TOTAL NUMBER OF PERSONS	26PERSONS
APPROX. WEIGHT (LIGHT/FULLY LOADED)	
Fire-protucted	2447Kg/4592Kg
AIR CYLINDERS	3 × 45 Ltr.

主要参数

船长 L		5.00 米
船宽 B		2.20 米
型深 D		1.10 米
船高 H		2.85 米
最大乘员		26 人
重量		
空艇/满载	耐火性	2447kg/4592kg
空气瓶总容量		3×45 升

ENGINE :

ENGINE MODEL	POWER	REVOLUTION
380J-3	20.6KW/28.03HP	2800RPM

FUEL CAPACITY	154L / 40.5 GAL
SPEED	≥ 6 Kn

机器 :

机器类型	功率	转速
380J-3	20.6 KW / 28.03 HP	2800 RPM

燃油	154 升
航速	≥ 6 节

CONSTRUCTION

- * The boat is constructed of GRP with hand lay-up method. The hull, inner hull, canopy and the roof are separately moulded in "One Piece". The space between the hull and inner hull will be filled with P.U. foam as buoyancy tank.
- * All mats, woven roving, resins and the buoyancy foam have been approved by classification societies or administrations, and the resins are of self-extinguishing quality.
- All the fittings and components are made of stainless steel, maritime grade aluminium, copper or galvanised steel. That makes the corrosion to a minimum degree.

材料

*本救生艇采用玻璃钢材料手工糊制工艺建造，下壳，下内壳，上壳和上内壳分别成型。并在下壳与下内壳之间充填有聚氨脂泡沫浮体。

*采用阻燃性树脂，且所有树脂、玻璃毡、玻璃布和充填浮体均得到船级社和有关部门认可。

*所有设备和舾装件采用防锈铝、铜、不锈钢或钢质浸锌制成，可最大限度的提高防腐性能。

STRENGTH AND BUOYANCY

- * Boat structure has been designed in accordance with the requirements of the classification societies, and has sufficient strength to resist potential load during its launching, being towed, even operating at a rough sea.
- * The P.U. foam filled in the lifeboat will provide sufficient buoyancy to ensure the lifeboat not sinking under any potential damage conditions.

强度和浮力

*船体结构按照船级社要求设计，具有足够强度以承受碰撞、跌落、降放、拖带以及在恶劣海况下使用时可能承受的载荷。

*充填材料将提供足够的浮力，以保证艇在发生破损时不会沉没并仍能保持正稳性。

LAUNCHING AND RECOVERY

- * The lifeboat can be launched and recovered from falls with its release mechanism system.
- * The release mechanism system consists of two hooks on the bow stern. The boat can be released by pulling the releaser on the console. The hydrostatic protective device is used for protecting the accidental action of release.
- * The hooks can be released simultaneously under both on-load and off-load conditions.
- * The hooks as well as the bracket and its fittings are designed with a factor

of 6 times of the safety working load.

降放与回收

*救生艇由释放机构通过吊艇索降放与回收。本艇采用许用载核为 2.5 吨的 NM08 型吊艇钩。

*每套释放机构包括艏艉两个吊艇钩，一个吊钩释放器和一套静水压力保护装置。艇可通过安装在驾驶台上的吊钩释放器进行降放，而静水压力保护装置则可保护任何意外的释放。

*吊钩在有负载和无负载情况下均能同步释放。

*吊艇钩、吊座及其附件均设计为 6 倍安全工作负荷。

PROPULSION

* The lifeboat is powered by a compression ignite engine with fuel having a flash point of 43°C or more.

* A reduction gearbox is provided.

* The speed proceeding ahead when fully loaded in calm water is not less than 6 knots and at least 2 knots when towing a fully loaded max.persons life raft.

* A stainless steel shaft drives a bronze propeller.

* The fuel tank capacity is sufficient for operating the lifeboat for at least 24 hours.

推进

*救生艇由一台压燃式柴油机驱动，其燃油闪点不低于 43℃。

*配备减速离合齿轮箱。

*满载时在静水中前进航速不低于 6 节；拖带一只载足全部乘员和属具的最大规格救生筏时，航速不低于 2 节。

*铜质螺旋桨由一根不锈钢轴驱动。

*燃油箱容积足够满足救生艇以 6 节航速行驶 24 小时。

STEERING

- * Rudder nozzle made of GRP is driven by manually hydraulic steering wheel. The nozzle is capable of protecting the propeller from knocking of floating obstructions.
- * A movable tiller prepared for emergency operation by hand. A valve is installed to by-pass the hydraulic steering wheel when using emergency steering.
- * Helmsman's position is at the aft of the boat and raised up to obtain an adequate view.

操舵

*本艇采用玻璃钢材料导管舵型式，用操舵轮通过液压舵机控制舵。导管舵可保护螺旋桨不被飘浮物损坏以及水中人员的安全。

*备有一件可拆卸的舵柄，用于应急操舵。当操舵装置发生故障时，仍能通过手动控制艇。

*驾驶员位置在艇的后部，并被升高以便获得良好的操纵视野。

MARKING

- * The boat is of international orange colour outside and light grey inside.
- * Principal dimensions and number of occupants are marked at the side of the entrance door in block capitals of Roman alphabet. The number of boat, the ship name and the registered port are marked on the forward canopy in sideways. Also, the number of boat and the ship's name/call sign are marked on the top of the boat in block capitals of Roman alphabet.
- * The retro-reflective strips arrangement is made in accordance with the requirements of rules.
- * Warning and operating instruction will be provided in English Symbols.

标志

*艇外表面为国际橙色，内表面为浅灰色。

*主尺度和乘员人数用黑体罗马字母标记在侧登艇门旁；母船名和船籍港标明于艇

艙两侧；母船呼号、艇号标记于救生艇顶部。

*反光带按国际海事组织 A658（16）决议的要求进行。

*提供艇的操作和警告标牌，以及按国际海事组织 A760（18）决议中规定要求的标记。

EMERGENCY AIR SUPPLY SYSTEM

- * The system is fitted with three air cylinders of compressed air, and equipped with pressure regulator showing the pressure of compressed air in cylinders and of the supplied air.
- * Air is routed from the cylinders to a manifold, then through a high-pressure hose to a regulator unit mounted on the left side in the steering tower. The regulator unit has been adjusted to supply the cabin with air at the required pressure.
- * The system must be activated when the boat is operating in a firing or dangerous area, by opening the low pressure outlet valve.
- * A T-valve is fitted for re-charging the air system.
- * The capacity of the air cylinders is sufficient to supply occupants and engine with fresh air for at least 10 minutes.
- * One air pressure balance valves are fitted on the side of the tower. It can be started automatically when the pressure difference between the inside and outside of boat is more than 20 mbar.

应急供气系统

*应急系统包括三个空气瓶和一个压力调节阀，并能显示瓶内压缩空气压力以及实际放气压力。

*压缩空气从空气瓶释放出来首先至集气管，然后通过高压空气管至安装在驾驶楼上的压力调节阀。救生艇发运时，调节阀已被调节至适当的放气压力。

*当救生艇在火海或者有危险气体的情况下，关闭所有进口和开口，打开低压放气阀，启用本系统。

*本系统安装有一个 T 型阀给空气瓶再充气。

*空气瓶容量足够为乘员呼吸和柴油机运转提供适宜空气至少 10 分钟。

*艇内装有一个空气压力平衡阀，当艇内压力超过或低于外界压力 20 毫巴时可以自动打开。

WATER SPRAY SYSTEM

- * The lifeboat has a water spray fire-protection system.
- * One sea inlet valve is located on the bottom of boat in the front of the engine room. By means of a cable, the valve can be operated from the helmsman seat.
- * One sprinkler pump is continuously belt-driven from the forward end of the engine. When the boat is waterborne, the pump is allowed to run dry. When the boat is out of the water, the pump should not run more than 10 minutes.
- * The sprinkler system consists of two water spray pipes on each side of the superstructure.
- * A number of nozzles are fitted on the spray pipes. The nozzles are adjustable.

喷水系统

- *本艇安装有一套喷水防火系统。
- *在艇底安装一个进水阀，可在驾驶台上对该阀进行操作。
- *通过主机前端皮带轮带动喷水泵持续运转，当艇在水面上时，允许泵空转，当艇离开水面时，泵的空转不得超过 10 分钟。
- *喷水系统由 2 根喷水管组成，安装在上壳两侧。
- *根据设计确定数量的喷头被焊接在喷水管上，这些喷头可根据船体形状进行适当调节确保海水均匀地覆盖在艇体表面。

ELECTRICAL INSTALLATION

- * The normal engine starting ways are all electric starting. There are two sets of independent maintenance-free batteries for starting and lighting in 12V DC. One set of batteries is for main starting, another is

for emergency starting.

There is one set of battery for main starting and lighting in 12V DC.

- * The batteries can be charged by an automatic floating charger.
- * The power supplied from the mother ship is in 42V AC.
- * If necessary, according to mother-ship's power, such as 220V AC., 110V AC. etc., one transformer should be used on each lifeboat to transform power to 42V AC.

电器设备

- *主机的启动方式通常为电启动；配备有两组互为独立的免维护电池，一组为主启动，另外一组为应急启动，两组互为备用，电池输出电压为 12V 直流。
- *每一组电池有一个自动浮充式充电器充电。
- *电源来自艇架，电压为 42V 交流。
- *为避免电器设备损坏，在开关板上装有熔断器。

FIXED EQUIPMENT

- * In order to provide better view for the helmsman, windows are fitted on all sides of the steering tower.
- * At the top of tower, water spray pipe combine as handrail.
- * Lifeline is fitted on both side of boat under the gunwale.
- * One natural ventilator is fitted.
- * One indicator light is mounted on the top of the steering tower.
- * Rubber fender is fitted around the boat.
- * One painter is fitted on the hook in the bow, and it can be operated from helmsman position.
- * One compass with lighting is fitted on the console.
- * One dry powder fire extinguisher is fitted aft inside the boat.
- * Means of securing the lifeboat is provided on the davit.

其他设施

- *为使驾驶员有良好的视野，驾驶楼四周均装有窗子。
- *在上壳靠近登艇门处，安装扶手。
- *船舷下部安装有救生绳。
- *自然通风器安装在艇上，用于自然通风。
- *驾驶楼顶部装有一示位灯。
- *沿艇四周装有橡胶护舷。
- *一具艏缆释放器，可在驾驶员位置进行操作。
- *一具带照明灯的罗经，安装在驾驶台上。
- *在艇内配有一只干粉灭火器。
- *在艇艏和艇尾处装有捆艇柱。

TEST AND CERTIFICATION

Before delivery, every boat shall be tested according to our production test program at our yard in the presence of the relative surveyor of classification societies.

出厂试验

交艇前，每艘艇均按生产试验大纲在我厂进行试验，试验时相关船级社的验船师将在现场检验，并签发艇的证书。