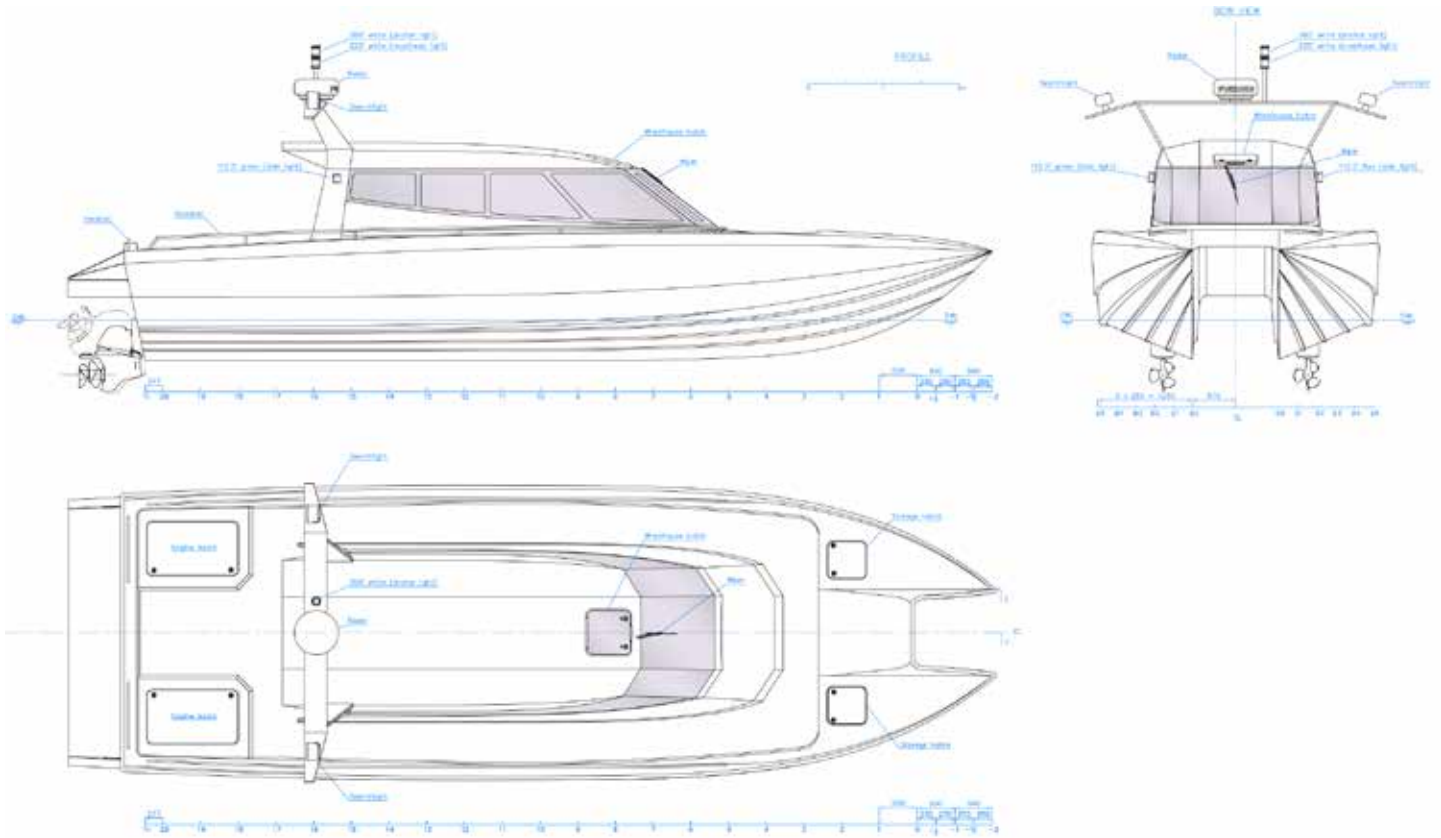




## R38 RESCUE CATAMARAN

The Rescue 38 is as versatile as a catamaran vessel can be. The asymmetric hull has been designed for high speed interventions, reaching 42 knots, that allows for fast planning, excellent sea keeping, stability, safety and comfort in rough seas. Originally designed as an emergency boat for rescue operation in Thailand, this vessel is intended for heavy duty professional use by the Special Forces, navy, police, customs, sea rescue, ambulance and patrol boat operators. Propulsion methods can be adjusted to accommodate Inboard engines, stern drives, water-jets and outboard engines. The light-weight rigid sandwich core composite construction allows for ease of customizable layouts and equipment arrangements.



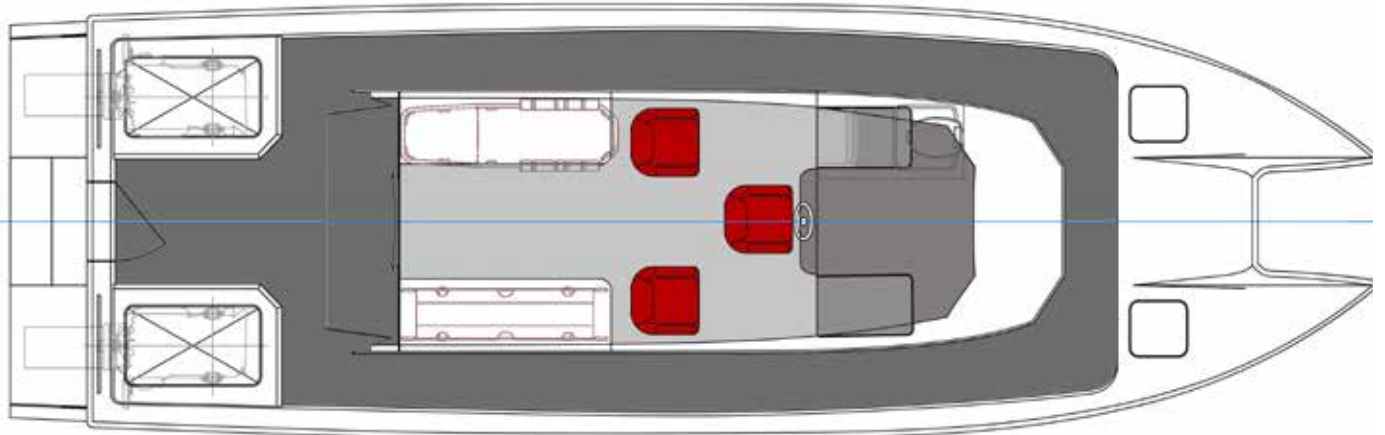
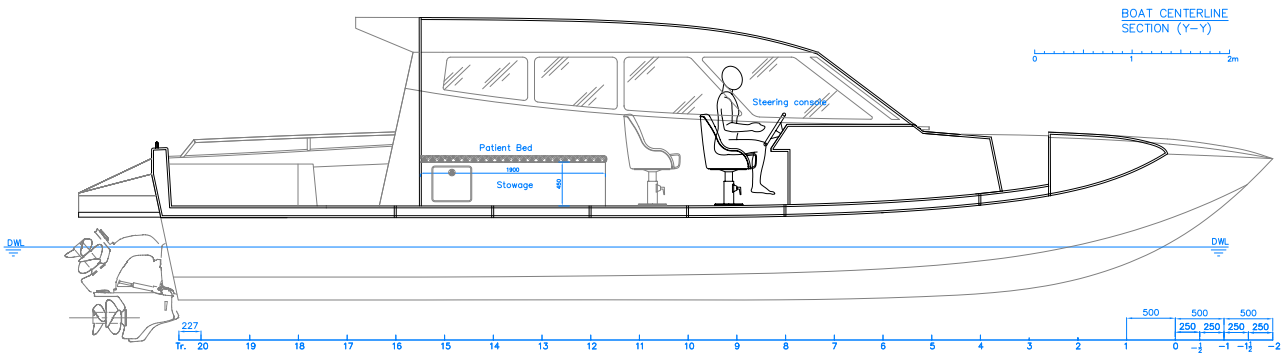


**MAIN PARTICULARS**

PARAMETER	SYMBOL	UNITS	VALUE
<b>LENGTH</b>			
maximum length .....	$L_{MAX}$	m	12.26
length of hull .....	$L_{TH}$	m	11.50
length of waterline (at DWL) .....	$L_{WL}$	m	10.32
<b>BEAM</b>			
maximum beam .....	$B_{MAX}$	m	3.81
beam at waterline (at DWL) .....	$B_{WL}$	m	1.32
beam between hull centerlines .....	$B_{CB}$	m	1.15
beam of chine .....	$B_C$	m	1.24
<b>DEPTH</b>			
maximum depth .....	$D_{MAX}$	m	1.70
midship depth .....	$D_{LWL/2}$	m	1.70
<b>DRAUGHT</b>			
canoe body draught (LCC condition) .....	$T_C$	m	0.53
minimum draught (LCC condition) .....	$T_{MIN}$	m	0.76
maximum draught (LDC condition) .....	$T_{MAX}$	m	0.90
<b>HEIGHT</b>			
air draught (at DWL) .....	$H_A$	m	3.35
<b>DISPLACEMENT</b>			
volume displacement (LCC condition) .....	$V_D$	m <sup>3</sup>	5.62
light craft condition mass (LCC) .....	$m_{LCC}$	kg	5770
minimum operation condition mass (MOC) .....	$m_{MOC}$	kg	6000
loaded craft displacement (LDC) .....	$m_{LDC}$	kg	9000
maximum load .....	$m_{MTL}$	kg	3230
immersion (at DWL) .....		kg/cm	224

PARAMETER	SYMBOL	UNITS	VALUE
<b>ENGINE</b>			
recommended power.....			2 x 315...440HP
<b>PERFORMANCE</b>			
maximum design speed (MOC condition) .....		kts	45*
maximum design speed (LDC condition) .....		kts	37*
recommended cruising speed .....		kts	30...35
<b>TANKAGE</b>			
fuel .....		L	2x750
<b>PASSENGERS/CREW</b>			
crew .....			2
passengers .....			10
passengers, during rescue operation .....			30-50
* - estimated speed			
DWL corresponds to lightship displacements (LCC)			
All measurements according to ISO8666			







## MTV 35 Catamaran Watercraft



Increasing competition in the tourist industry and worsening traffic conditions in cities requires one to look for a new approaches in the development of water transportation that meets and exceeds requirements of the average water taxi. For remote island resorts such as in the Maldives and Andaman Sea, small water craft are often the only means of transport and here a large number of small passenger crafts have been developed by AMD (Albatross Marine Design) during the recent years. Great emphasis has been placed on interior layouts which enhance and assess efficiency of the hull and maximize some of the most critical criteria such as: comfort, safety, seating arrangements, boarding options and luggage storage. It is well understood that larger water craft provide better efficiency compared to small craft, however this is subject to a number of limitations and realities.

### The Asian specialist in custom yachts

#### PMG MARINE COMPLEX

In February 2015 Bakricono shipyard secured South East Asia's premier shipyard complex, owned by Ports Marina Groups Co., LTd (PMG Complex) with 20,000 sqm, PMG marine complex is the largest yacht construction yard located in Thailand with individual production units each totaling 7,000 sqm under roof having direct access to the sea.

PMG marine complex is strategically located by the sea on the eastern sea board of the Gulf of Thailand, at 1 kilometer of the Commercial deep sea Port of Maptaphut facilitating overseas export. Bangkok Airport is only two and half hours away by car and thirty minutes from U-Tapao Airport.

