

10 m Landing Craft

Overview Manual and Features

Technical Specifications and Photos



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PRINCIPAL PARTICULARS



Length Overall: (stowed with jet buckets raised)	10.0 m
Length Moulded:	9.83m
Beam Max:	3.50m
Fairbody Draft	0.55m
Stowed height	3.50m
Displacement (Light Ship)	5650 kg
Maximum Payload	2,000 kg
Power:	2 x Yanmar 6LPA – STP2 315hp @3800 RPM diesels, 2 x ZF 63 1.25:1 gearboxes
Drive Units:	Hamilton HJ274 Water Jets
Fuel Capacity	500 litres
Water Capacity	150 litres
Max Speed	35 knots
Range (Provisional)	130 nm at 26 knots (incl 10% reserve) (unconfirmed)

ANCHOR AFT



ANCHOR AFT

Location:	The aft anchor, chain and warp are contained in a white plastic container that is installed on the boarding platform when required.	
Equipment	Anchor	6 kg Stainless Steel Delta
	Chain	5 metres x 7mm chain
	Rope:	50 metres x 14mm nylon multi-braid

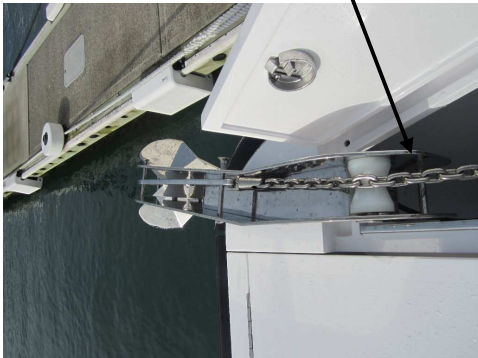
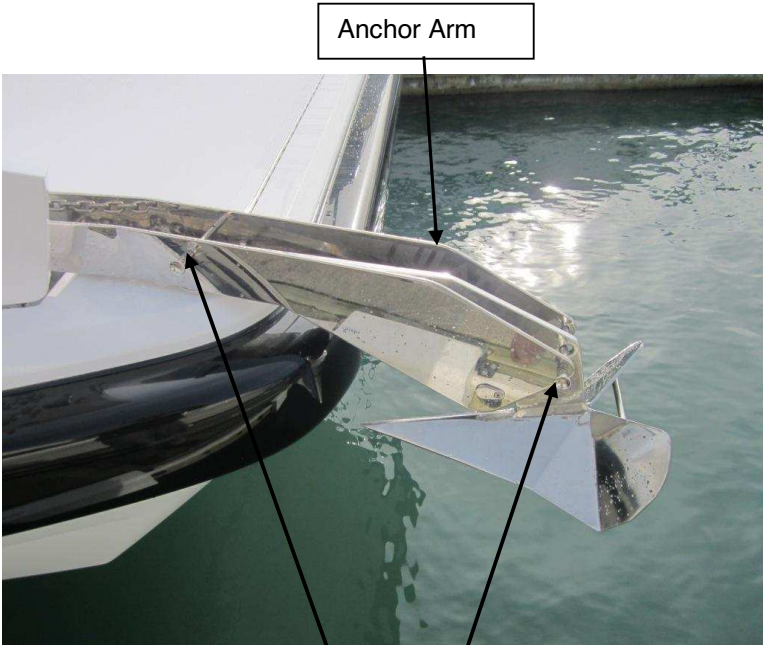
To set the aft anchor:

1. Place the anchor container on the aft platform
2. Lift the anchor out and lay by hand as required
3. Tie the anchor warp off to an aft cleat


To raise the anchor:

1. Retrieve the anchor by hand and lay the warp, chain and anchor in the container

ANCHOR FORWARD




BALLAST TANK



Ballast tank discharge overboard

Ballast tank under the fore deck




Ballast tank discharge overboard


Ballast tank fill pipe

Ballast tank sender


Ballast tank breather




Ballast tank breather and hatch drain exit overboard



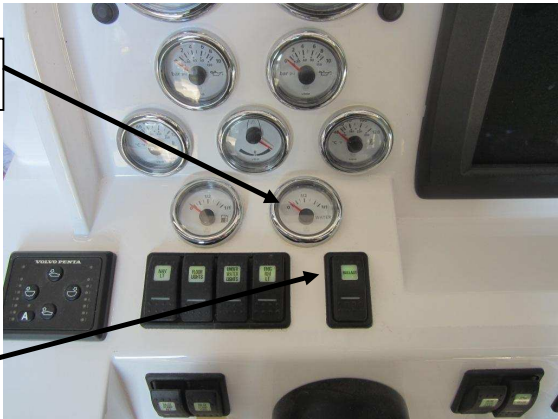
Ballast tank pick up and sea cock (looking aft)



Ballast tank fill pump in forward hydraulic room



Circuit breaker for both ballast tank pumps



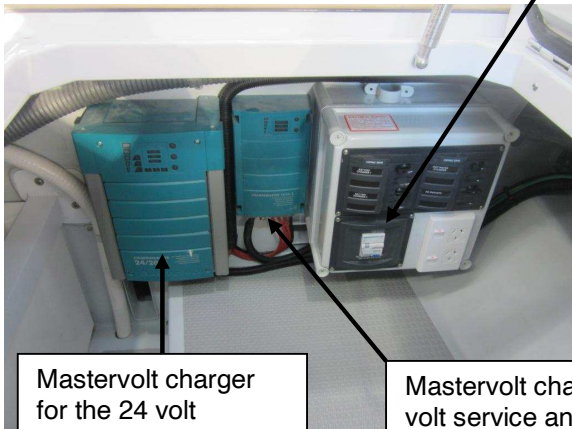
Ballast tank, gauge

Ballast tank, empty and fill control

BATTERY CHARGERS



Mastervolt chargers located via starboard tank room hatch



Mastervolt charger for the 24 volt hydraulic service batteries

Mastervolt charger for 12 volt service and start batteries

AC circuit breaker



Battery and charging systems monitor



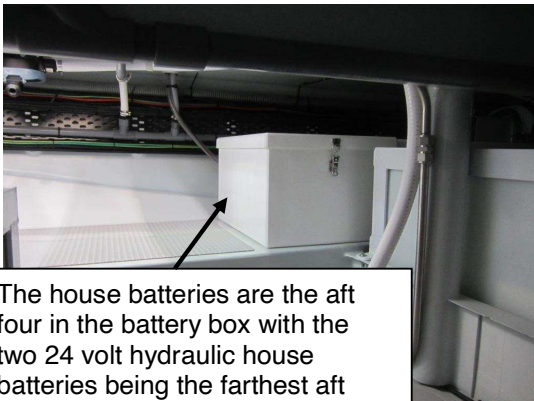
Shore Power Connection Locker



BATTERIES - HOUSE



All of the batteries are located in one box located in the tank room and accessed through the starboard tank room access hatch.



The house batteries are the aft four in the battery box with the two 24 volt hydraulic house batteries being the farthest aft



12 volt house battery isolator located in the forward starboard engine room hatch (also remote operated from the console)
Emergency link
24 volt hydraulic house battery isolator located in the forward port engine room hatch (also remote operated from the console)
Emergency link

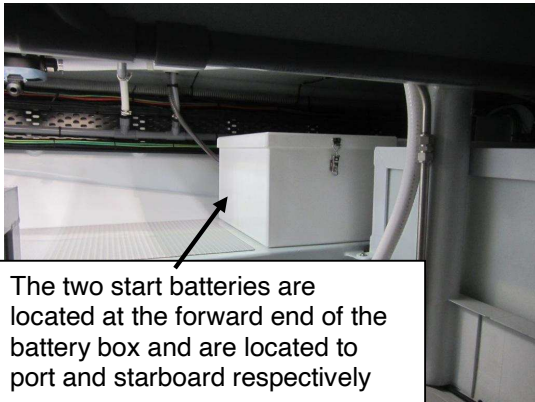


24 volt and 12 volt house battery remote isolator switches

BATTERIES – START



All of the batteries are located in one box located in the tank room and accessed through the starboard tank room access hatch.



The two start batteries are located at the forward end of the battery box and are located to port and starboard respectively



Emergency links

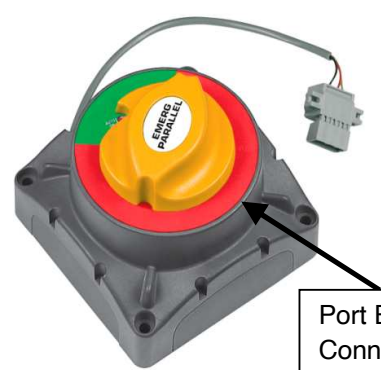
The starboard start battery isolator is located in the forward starboard engine room hatch (also remote operated from the consol)

The port start battery isolator is located in the forward port engine room hatch (also remote operated from the consol)



12 volt start battery remote isolator switches

BATTERIES – EMERGENCY LINKS



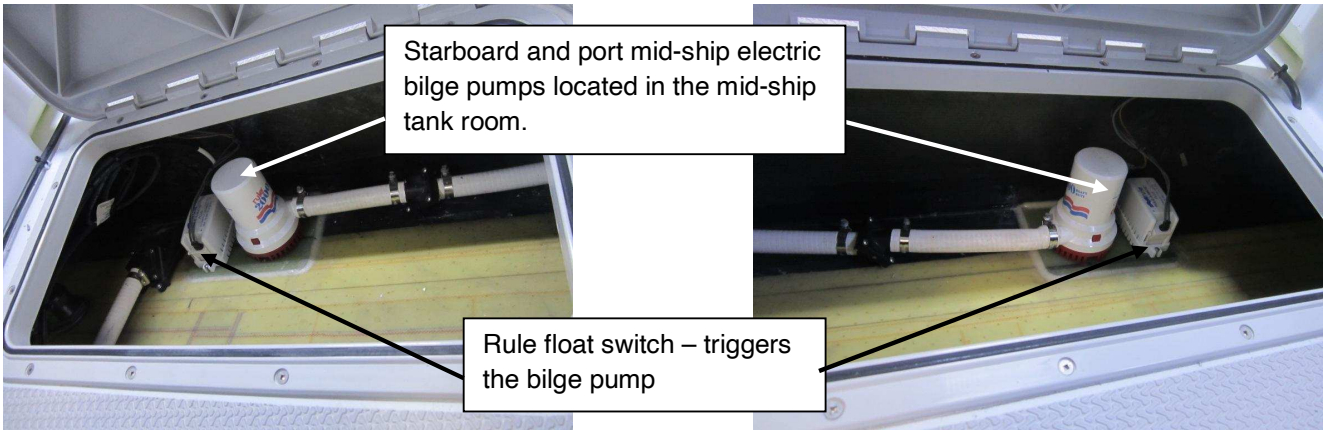
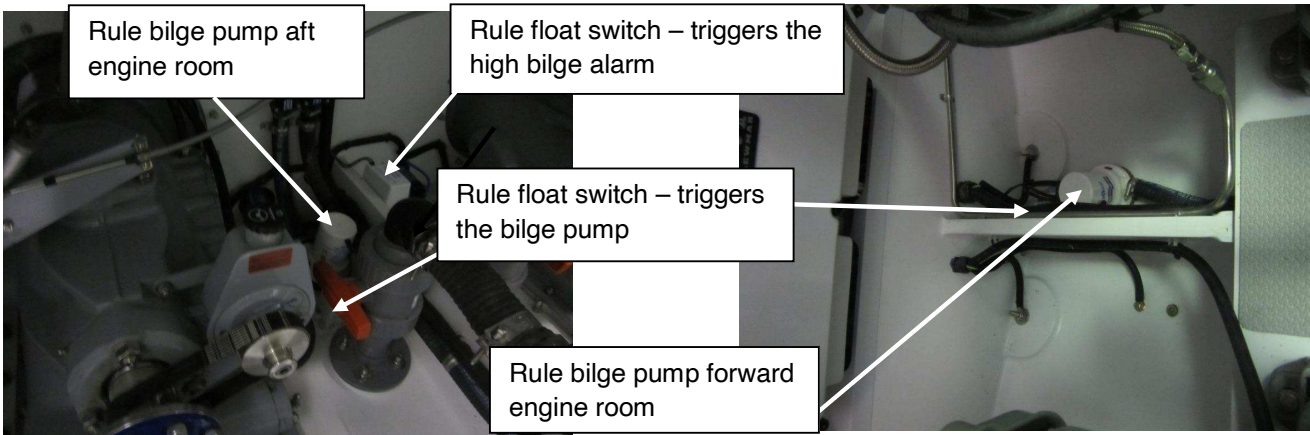
Port Emergency Parallel:
Connects starboard start
battery to port start battery.
Switch is a combined remote
control and manual switch

Stbd Emergency Parallel -
connects the starboard start
battery to the house battery bank.
Switch is a combined remote
control and manual switch



The remote emergency links are
controlled via the remote link switches
under the console, or by manually
operating the switches

BILGE PUMPS - ELECTRIC



The two mid-ship and two engine room bilge pumps can be operated manually from the helm

The bilge pumps are wired to the 24 hour circuit and run on auto, however, the auto function can be overridden by turning off the three circuit breakers on the distribution panel



BILGE PUMPS - MANUAL



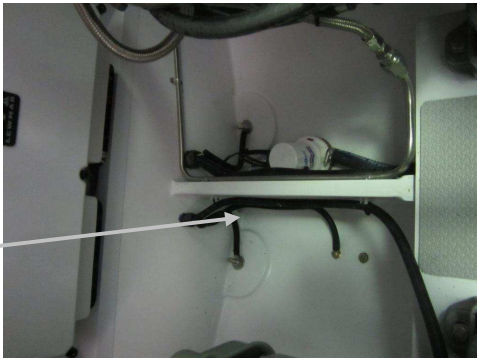
Tank room discharge
whale manual Bilge
Pump, located in the
starboard tank room
hatch



Engine room discharge whale
manual bilge pump located in the
port tank room hatch



Manual Bilge Pump, strum box
(pick-up), starboard mid bilge
tank room



Manual Bilge Pump, pick-up,
forward engine room bulkhead



Tank room manual
bilge pump exit



Engine room manual
bilge pump exit

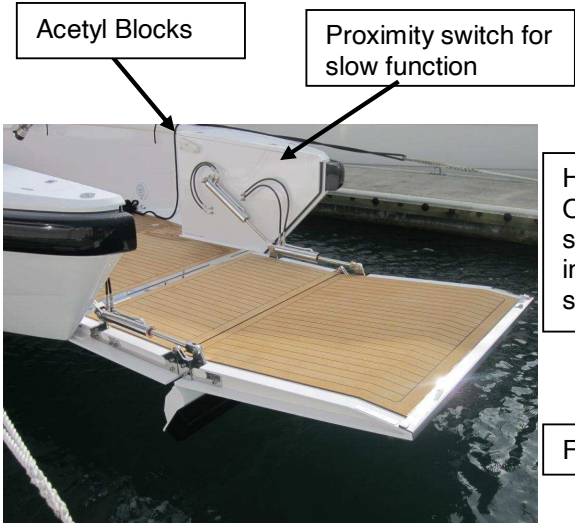
BOW DOOR – OPEN & CLOSE



Deck door



Hull door



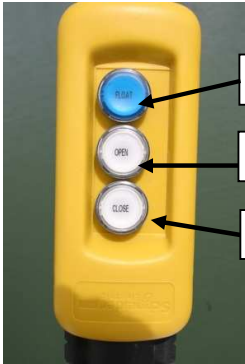
Acetyl Blocks

Proximity switch for slow function

Hydraulic Power Pack ON/ OFF control in the starboard locker located in the base of the helm station



Float Rocker Switch



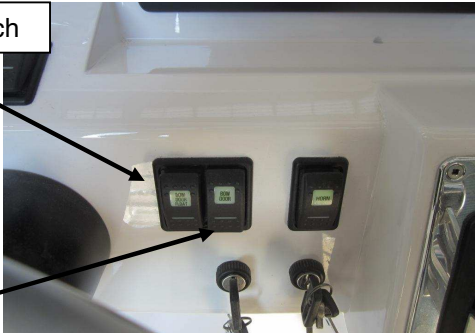
Float button

Door Open button

Door Close button

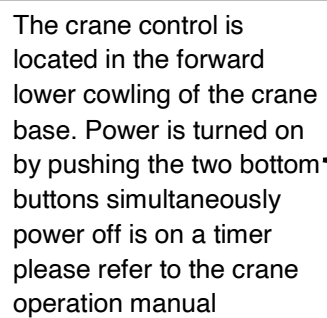
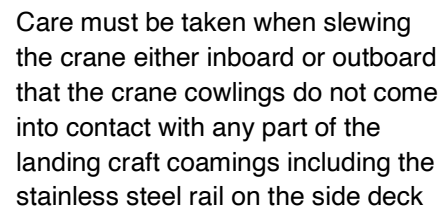
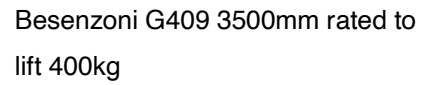
Note: the float switch has been moved to the centre

Open / Close Rocker Switch

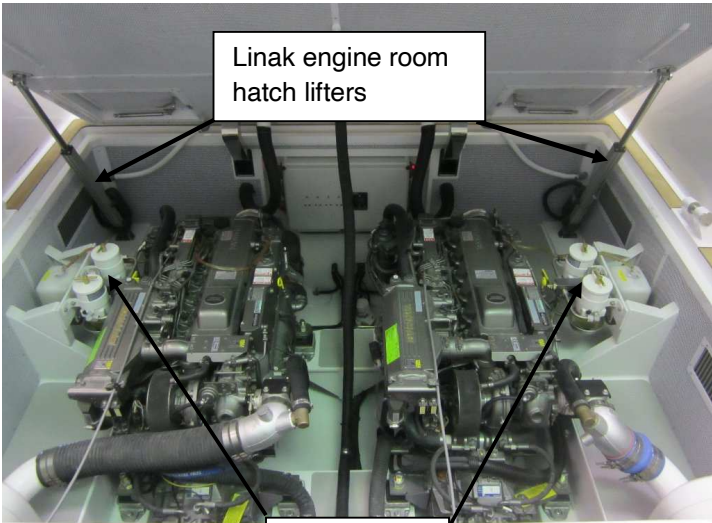


12v bow door Control circuit breaker





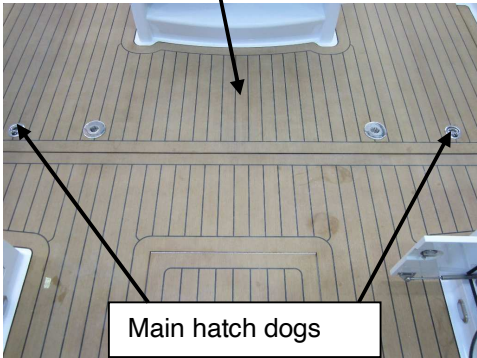
ENGINES, GEARBOXES AND COUPLINGS



Main engine hatch lift control



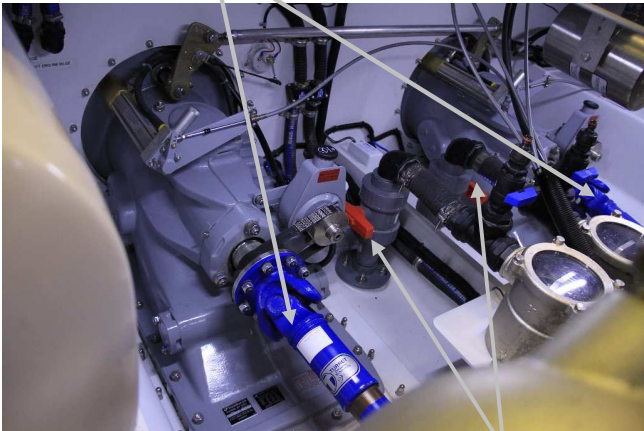
The main cockpit hatch provides access to the engine and jet spaces



Start keys

Stop switches

Engine fresh water flush valves



Engine Raw water intake valves



Raw water strainers

ENGINES, GEARBOXES AND COUPLINGS

Location:	Engines and gearboxes:	Port and starboard of centreline in the Engine room.
	Raw Water Valves:	George Fisher brand 3-piece, 2 inch composite valve, mounted aft in the Engine room
		Sea Strainers: Guidi aluminium strainers (50mm) in front of the raw water valves
	Ignition, Start & Stop	Keys below and to stbd of the wheel, stops to port
Model:	Engines:	Yanmar 6LPA-STP 315hp at 3800 RPM. Port Serial Number: 1654. Starboard Serial Number: 1296
Model:	Gearboxes:	ZF63, 1.25:1 Port Serial Number: 20151762. Starboard Serial Number: 20151763
Model:	Coupling:	Carden Shaft, Turret 2030 Series job no AAC57
Model	Fans	Gallinea 225mm diameter, 12v (ASPP225/12v).
<p>Each air exhaust fan (one per engine room side) is automatically activated when the engine ignition circuit is turned on. Each fan automatically stops 1 minute after the engine key is turned off. The fans can also be manual switched via port console locker control switch. The fans can also be switched off during an emergency (fire) at the fire suppression panel.</p> <p>The engine, throttle and jet bucket functions are controlled by the Livorsi throttle/shift controller. The Gearboxes are controlled electrically with neutral and reverse switches. Read the Yanmar engine and LSB Operations Manual thoroughly before starting the engines.</p>		

Engine Hatch

The main engine hatch and centre consol are lifted by two Linak LA36 hatch lifters.

Each lifter has a maximum lifting capacity of 4500N (450kg)

The two hatch lifters are activated by a switch in the starboard aft locker and are controlled by a central control unit located in the tank room .The control unit regulates the speed of the two lifters, so that they run at the same speed. It also regulates the amperage. The maximum amperage set for each lifter is 20 amps; under normal conditions (batteries fully charged) they will draw 17-18 amps to lift the hatch.(this unit should not need adjustment)

The 20 amp cut out is a safety feature so that if the hatch is locked or someone is standing on it the lifters will draw more than 20 amps and cut out.

This situation may also arise if the batteries are low,(the lower the battery voltage the more amps the rams will draw)

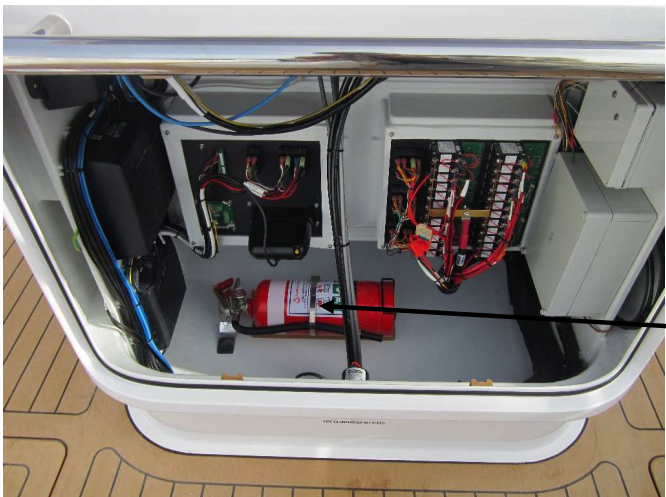
If the hatch does trip it is easily reset by pushing down on the rocker switch and then up again to lift the hatch

FIRE EXTINGUISHERS – HAND HELD



Portable Fire Extinguisher –
mounted in the forward hatch
on top of the ballast tank

2.5 kg dry powder fire
extinguishers rated for fire
types: A (combustibles), B
(liquids) and E (electrical)



Portable Fire Extinguisher –
mounted in the main helm
console accessed through the
removable forward hatch

FIRE SUPPRESSION – MANUAL FIXED SYSTEM



To trigger the engine room fire system push the red and yellow button. This will automatically shut down the engines and the engine fans. Aerosol does not affect the operation of the engines. TO RESET press and hold the mute button for 5 seconds. This will manually reset the system this will allow the re starting of the engines and fans. Refer to the manufacturers instructions

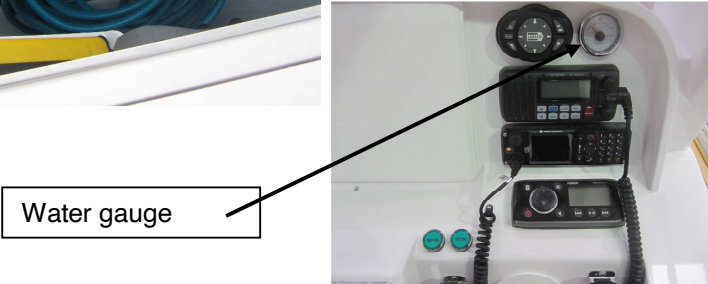
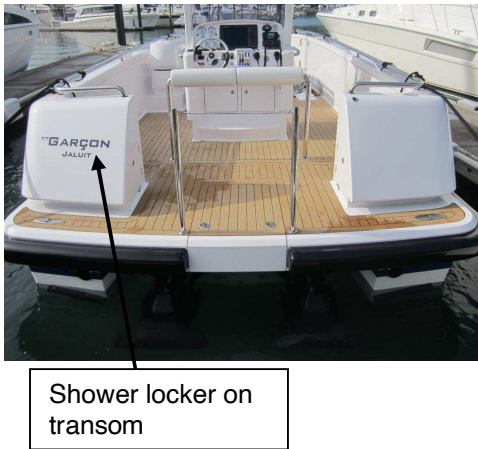
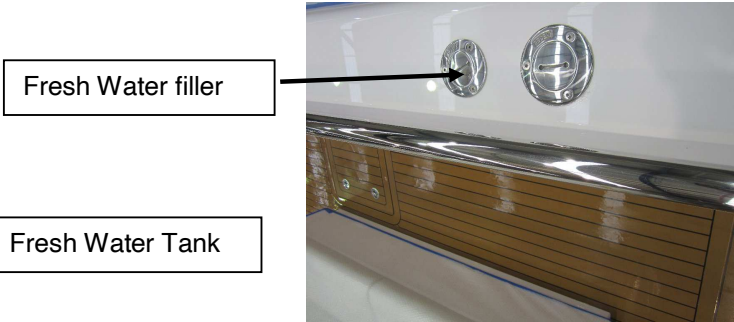
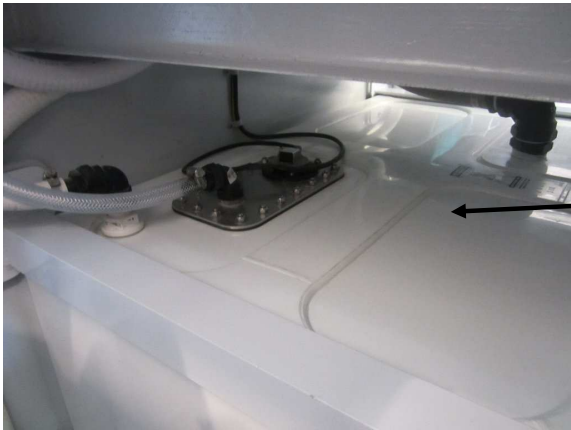
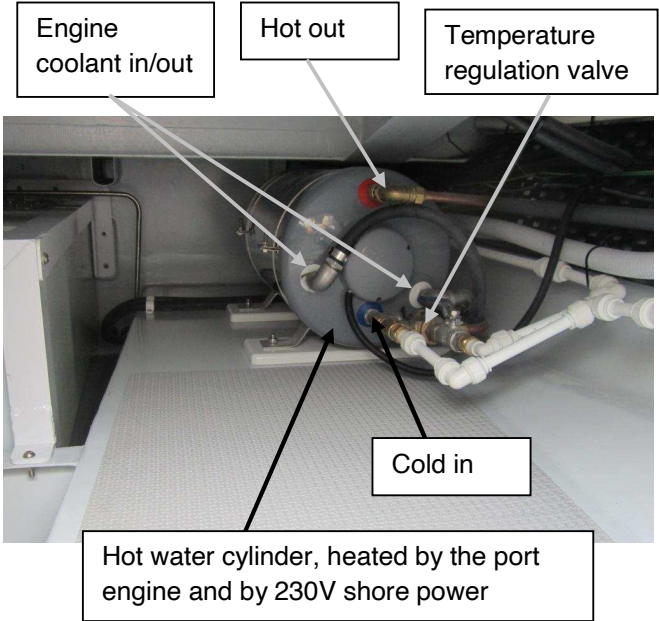
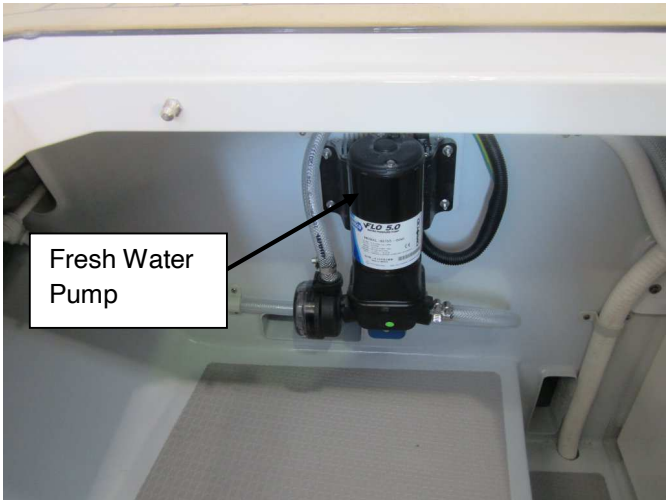
Mute/reset
button

The Fire Suppression Control Panel is located in the starboard locker at the base of the helm module

Stat-x500E (8m3) aerosol generator



FRESH WATER SYSTEM



FUEL SYSTEM

Fuel filler



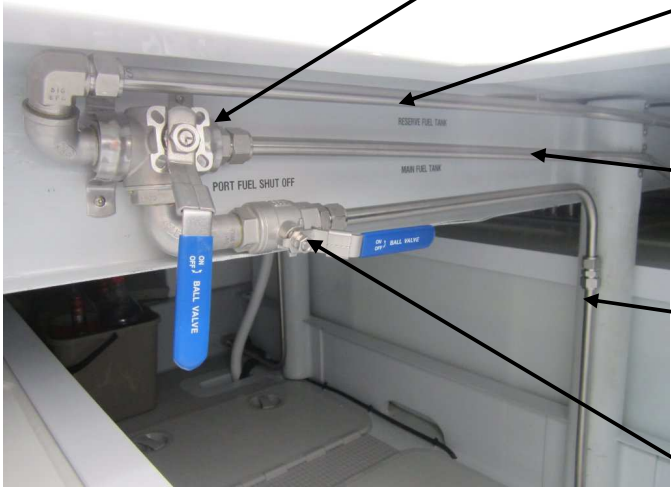
Fuel filter change over valve.



The forward section of the tank is the main fuel tank the aft section of this tank is the reserve



Fuel tank change over three way valve from main tank to reserve tank port side only. The starboard change over valve is mirrored on the starboard side of the tank room



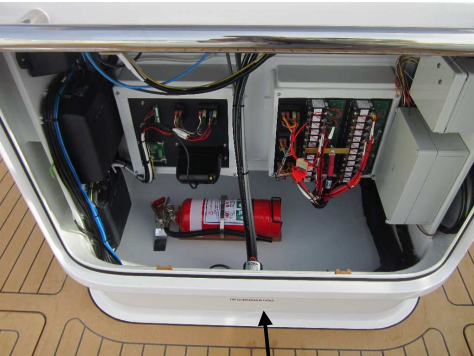
Pick up from the reserve tank

Pick up from the main tank

Feed line to the port engine

Fuel shut off for the port engine, the shut off for the starboard engine is mirrored on the starboard side on the tank room

HORN



The horn is located on the forward side of the main helm consol under the toe kick



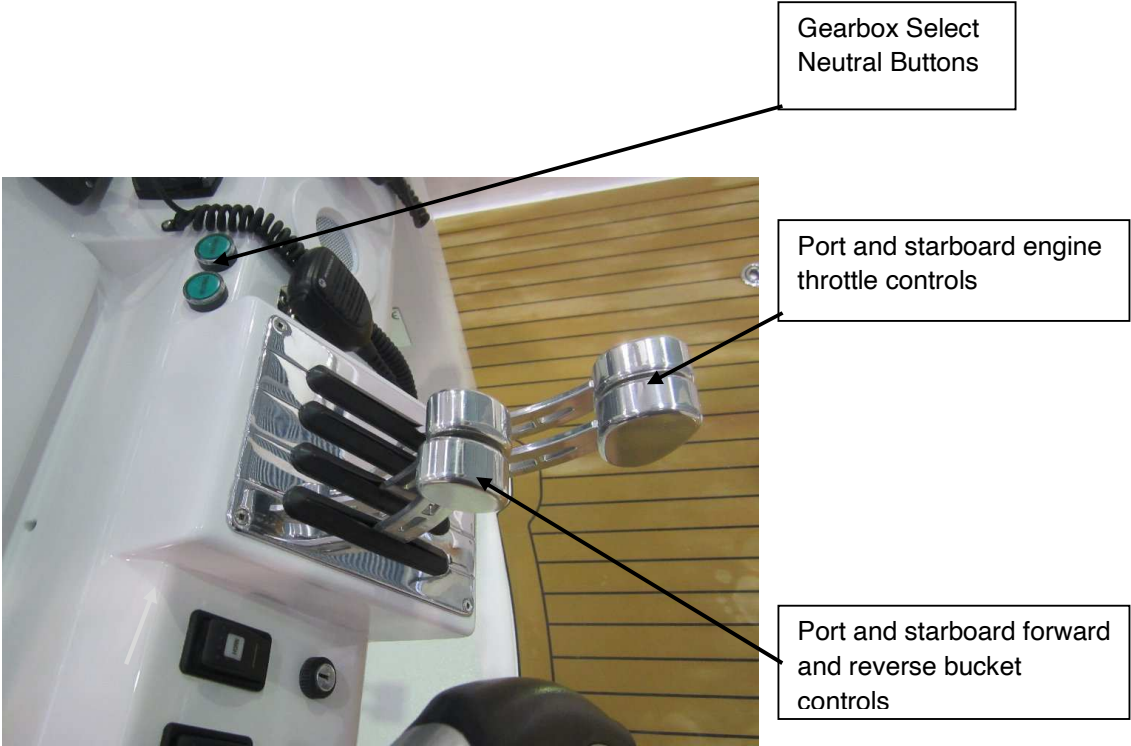
Horn On/OFF switch



Horn circuit breaker



JETS



LIFTING POINTS

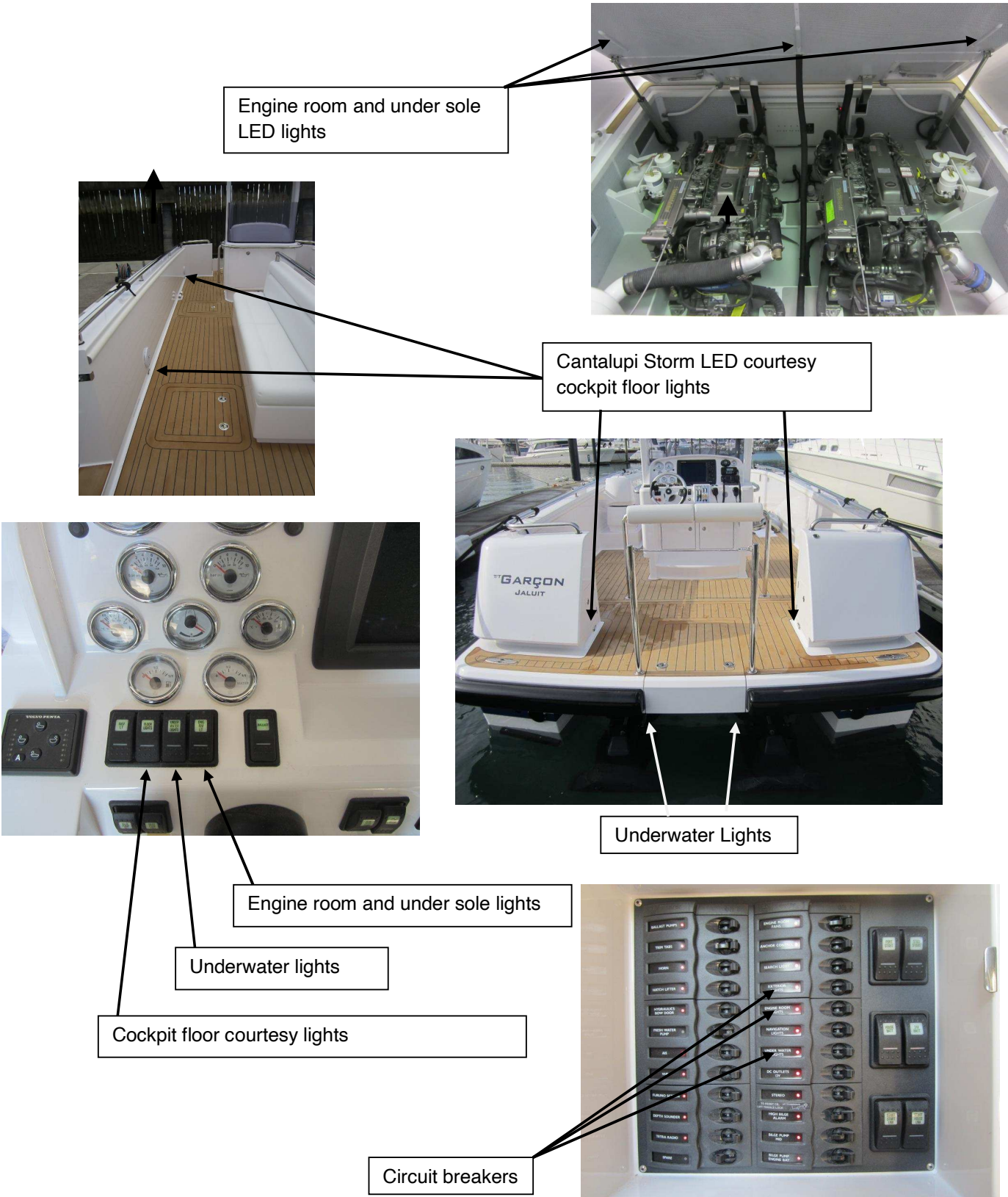


Aft Lifting Points



Forward Lifting Point
under the deck hatch in
forward hydraulic room

LIGHTS - COURTESY



LIGHTS - UNDERWATER

The underwater lights have a circuit breaker located on the DC distribution board inside the port locker at the base of the helm console. The circuit breaker doubles as an on / off switch, however, in order for the light controls to be available to the helmsman while at the wheel, the underwater lights have an on/off switch at the dash: Therefore the underwater lights have two controls – a circuit breaker in the port locker and a switch at the helm.

All lights are 12 volt.

Manufacturer:

Underwater lights	Aqua Luma 75mm dia, blue, LED 3 series GEN11
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To operate the engine room/under sole Lights:
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7. Ensure that the “House Battery” is ON
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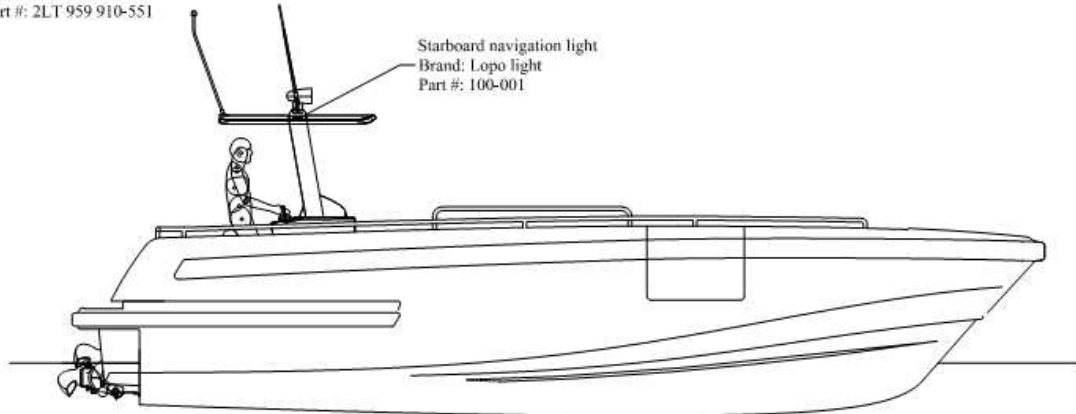
8. Switch the circuit breaker ON

9. Activate the “underwater lights” on / off switch at the helm.
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LIGHTS – NAVIGATION

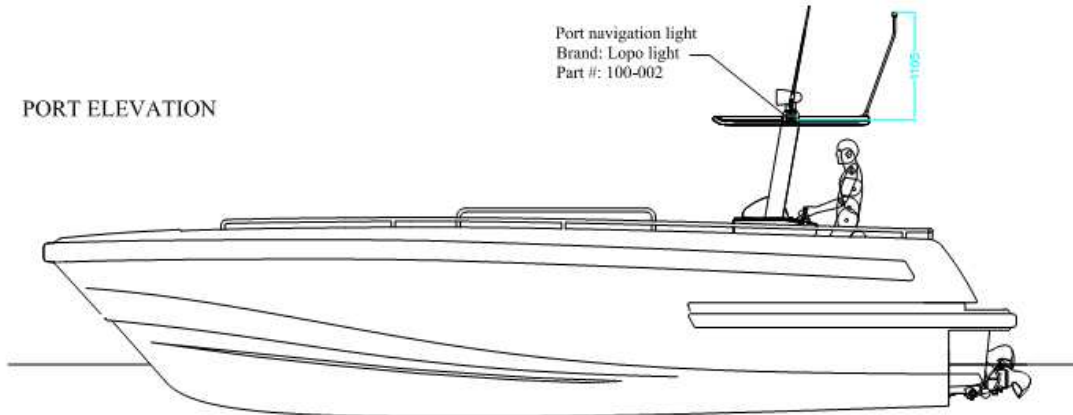
STARBOARD ELEVATION

Navigation mast anchor and steaming light (removable)
Brand: Hella
Part #: 2LT 959 910-551

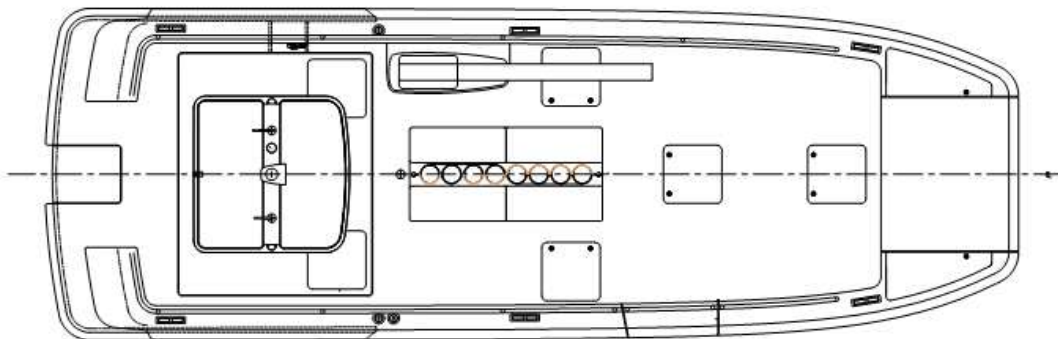


PORT ELEVATION

Port navigation light
Brand: Lopo light
Part #: 100-002



PLAN VIEW

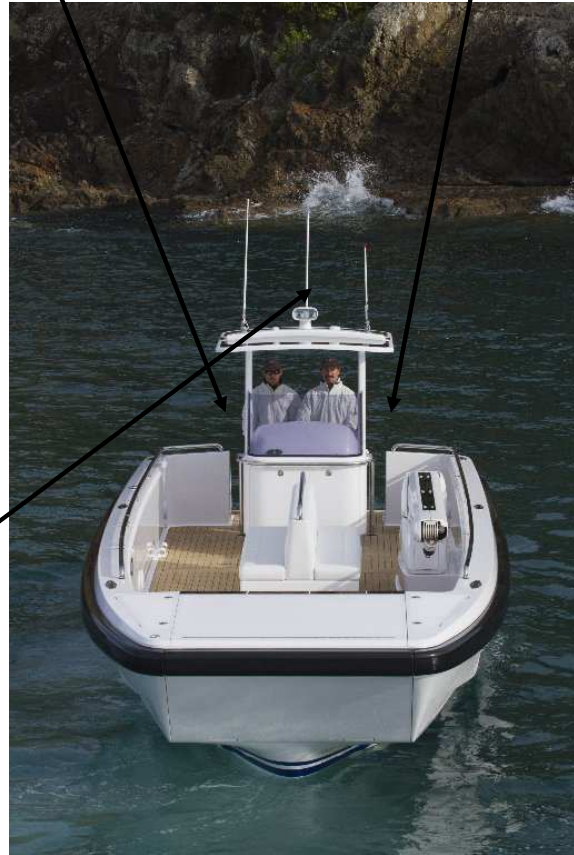


LIGHTS - NAVIGATION

The port and starboard navigation lights are permanently mounted either side of the bimini top



The light mast is removable and has a black acetyl plug that needs to be fitted into the mast base socket to prevent water ingress when the mast is not in use



The navigation and anchor lights are on the same breaker



Navigation light/anchor light switch.
This switch has two settings; navigation mode which activates the 360 degree mast light and the two navigation lights and anchor mode which activates the 360 degree light mast only



NAVIGATION INSTRUMENTS

Furuno MFD12 multi-function screen



Circuit breakers for the Furuno screen and depth sounder module



Airmar SS60-20 50/200 kHz 600W depth/temperature transducer

SEATING



Central seating unit
in the seating mode



Central seating unit
in the dive rack mode



Stainless rail
retaining pin (one
at each end)

Seat base
fixing/tie down
fittings(x4 in the
seat base area)

Removable seat base
cushions (these need
to be lifted and
replaced evenly)

Lifting eye locating
holes (both rails have
these)



SEATING

The tender is equipped with a central seating unit that can be used in two separate modes. The first mode is purely as a seating unit for up to eight passengers .The second mode is as a dive bottle rack, in this configuration the central back rest is removed and a separate stainless steel rail is inserted .The horizontal seating configuration remains the same allowing up to eight people to be seated

NOTE: The central seating area in either configuration is not designed to be a completely water tight area

To change from seating mode to dive mode

1. Remove the four horizontal seat base cushions, taking care to lift them straight up evenly (failure to do this may result in the plastic locating lugs breaking out)
2. Remove the two rail retaining pins at the base of the stainless steel rail
3. lift the rail up and the upholstered seat back together evenly (this will require two people).the rail and the upholstered back should stay together it is not necessary to remove the rail from the seat back
4. Fit the dive rack rail to the seat base through the same acetyl bushes the seating rail was in
5. Re insert the two retaining pins
6. Re fit the four seat bases evenly taking care not to damage the paint with the plastic pins (the bases are interchangeable)

To remove either seat configuration from the boat

1. Remove the four horizontal seat base cushions, taking care to lift them straight up evenly (failure to do this may result in the plastic locating lugs breaking out)
2. Check the two rail retaining pins at the base of the stainless steel rail are fitted
3. Fit the two supplied lifting eyes to the top of either rail through the two tubes at the ends of the rails
4. Remove the four locating tie down fittings in each corner of the seat base (these fittings can be refitted in the holes once the unit has been removed to be used as tie downs for cargo These four fittings plus the remaining four deck fittings are interchangeable)(When unwinding these they should be wound right out so the small black insert ends up flush with the fitting base to prevent water pooling in the thread holes)
5. Replace the four seat bases evenly taking care not to damage the paint with the plastic pins. The unit can now be lifted out of the boat either by hand or by utilizing the onboard crane utilizing the lifting eyes
6. It is not advisable to lift the dive rack with the rack full of bottles

SHORE POWER



Shore Power Connection



230v switch board in the engine room

Main AC circuit breaker

SPOTLIGHT



Spot light control



Spot light

STEREO



Fusion MS-RA200
Stereo with radio tuner

Fusion MS – DKIP USB
IPOD Docking Station



AM/FM,AIS,and VHF fold
down removable aerial



SWIM LADDER



Swim ladder hatch



Swim ladder in the
deployed position



SWITCH PANELS



Switch boards under helm

Circuit breakers

Gearbox
reverse
buttons

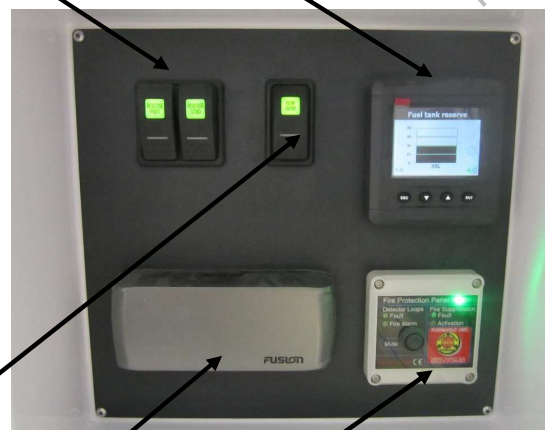
DC monitoring
panel

Battery switches

Bow door hydraulic power pack. ON/OFF this needs to be turned OFF while the boat is underway

IPod dock

Fire system
panel



TRIM TABS



Volvo 450
Interceptor
trim tabs



Volvo trim tab
control panel



VHF RADIO/TETRA



ICOM M-422 VHF
Radio & handset

Tetra radio

Tetra radio fold down
removable aerial

VHF,AIS and AM/FM
fold down removable
aerial

