

Over ProZero & Van Dyke Marine

De ProZero-serie van Tuco Marine staat voor toonaangevende kwaliteit en maatwerk in high-performance werkboden en crew transfer vessels. Elke boot wordt ontworpen op basis van uw operationele eisen, met een doordacht design en bewezen technologie. Het resultaat: maximale snelheid, brandstofefficiëntie en veiligheid, zelfs onder de zwaarste omstandigheden.

Van Dyke Marine is vertegenwoordiger van ProZero in de BeNeLux en begeleidt klanten volledig: van eerste advies en ontwerp tot levering, onderhoud en service.



VAN DYKE MARINE

Vertegenwoordiging in de
BeNeLux van

PROZERO
WORK BOATS

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PRO:ZERO

Fast Boats for Professionals



PROVEN TECHNOLOGY
SURVEY BOATS



At Tuco we specialize in fast boats for professionals. Every day we work to set the standard in innovative lightweight maritime constructions and supreme material technology. We strive to deliver durable solutions that reflect and support the development of a safe, sustainable and prosperous future in maritime logistics. Customers can rely on Tuco as a loyal partner that draws on intimate market knowledge, expert craftsmanship and years of experience with successful deliveries to ensure more than just customer satisfaction.

#weloveworkboats



PRO:ZERO

The ProZero series is a range of fast boats designed specifically for professional use. They are built to endure the harsh conditions of operations on open sea while providing the operator with an ideal work environment. With advanced design and sophisticated application of composites materials, the ProZero series offers the customer significant commercial benefits and enhance overall vessel performance and energy efficiency. The ProZero range covers Offshore, Workboats and vessels for Security & Defense.

#weloveworkboats

PRO:ZERO



HISTORY OF TUCO'S PROZERO BOATS

CONSTANTLY EVOLVING

The ProZero vessels represent the cutting edge of a development process that constantly aims to balance technology innovation, customer demands and industry trends.

This process took flight in 2002 when Tuco launched the first vessels of the now superseded AluGuard series. These vessels have proven themselves over years of service and have benefitted many satisfied customers. Furthermore, our key proficiencies have been tried, perfected and validated through contributions to several large-scale, both national and international, development projects. The technical, empirical and commercial insights and accomplishments gained during many years in the business have been condensed and applied in our state-of-the-art ProZero vessels.



Flexible construction

Construction with a purpose.
Know-how and expert engineering at the service of unique client demands.



PROVEN TECHNOLOGY

The ProZero series of boats is the quintessence of years of experience. Building on well-consolidated technology and Tuco's long and productive history in the industry, the ProZero boats provide unrivaled safety, performance and comfort.

We are the trusted supplier of many customers and have delivered vessels to both private organizations, shipyards and governmental institutions.



Efficient and proven hull

Matchless strength-to-weight and seaworthiness. Shaping first-class hulls with precision technique and cost-effective production.



Low consumption

Minimized operating costs and improved environmental impact. For a sustainable and prosperous future.



PRO:ZERO



PROVEN TECHNOLOGY

PRO:ZERO



14M HYDROGRAPHIC SURVEY BOAT

The 14m subsea survey boat is designed to accommodate workspace for 2 subsea specialists in addition to the helmsman's workstation. The design enables efficient surveys under changing weather conditions and the hydrodynamic profile of the hull minimizes turbulence that can interfere with the highly sensitive measuring equipment.

The advanced sonar equipment is recessed into the hull structure to protect it against adverse conditions. The equipment includes high-performance sensors and processors that can capture the signals, manage multiform data streams and constantly produce and store high-quality information that truthfully represents the sea floor.

The cabin has been designed with acute attention to ergonomics and working environment. Noise insulation ensures comfort and easy communication under all operating conditions and the layout have been organized to facilitate workflow coordination, both during the missions and during transport to and from the sites. The cockpit layout is arranged to maximize the use of state-of-the-art operations management equipment and electronic aids for situational awareness..

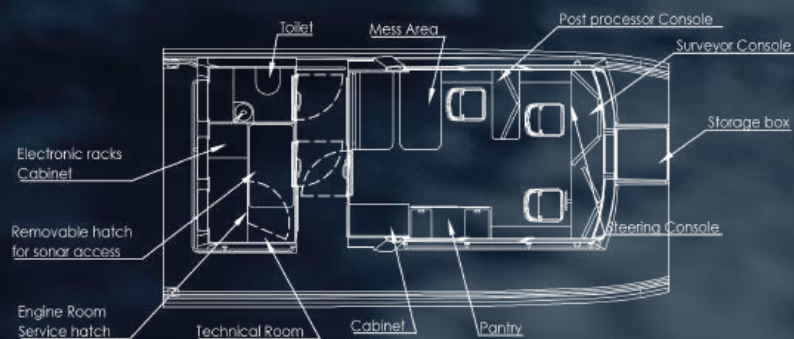
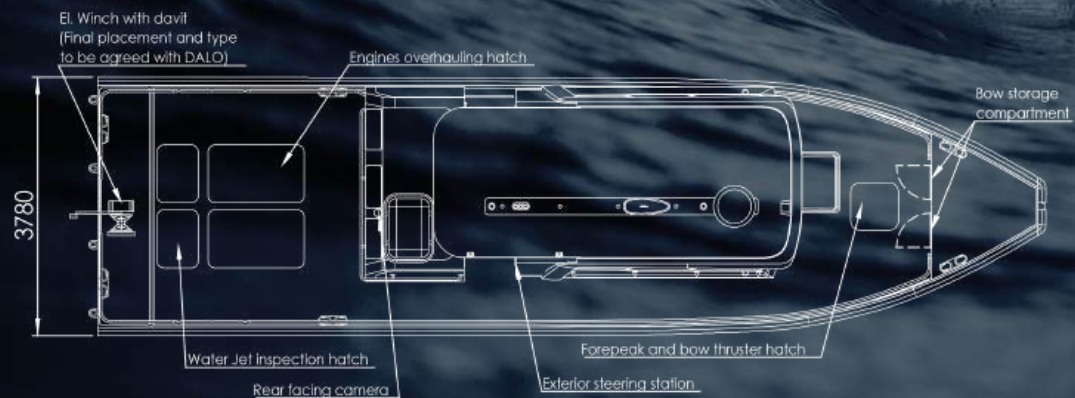
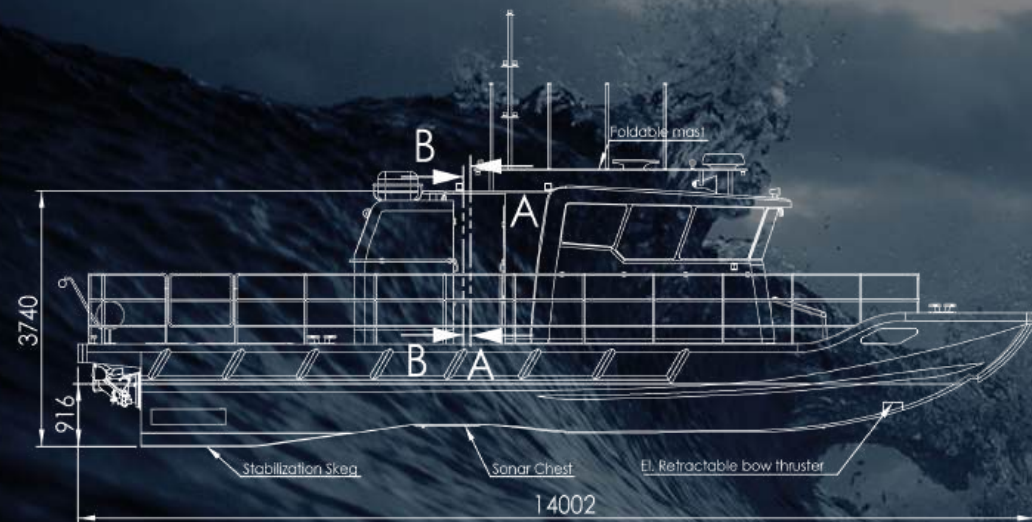


Unmatched strength

Confront the elements with confidence. Built for strength, safety and durability.

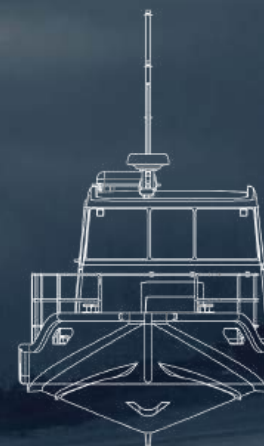
HYDROGRAPHIC BOAT

14M HYDROGRAPHIC SURVEY BOAT



Cabin Interior

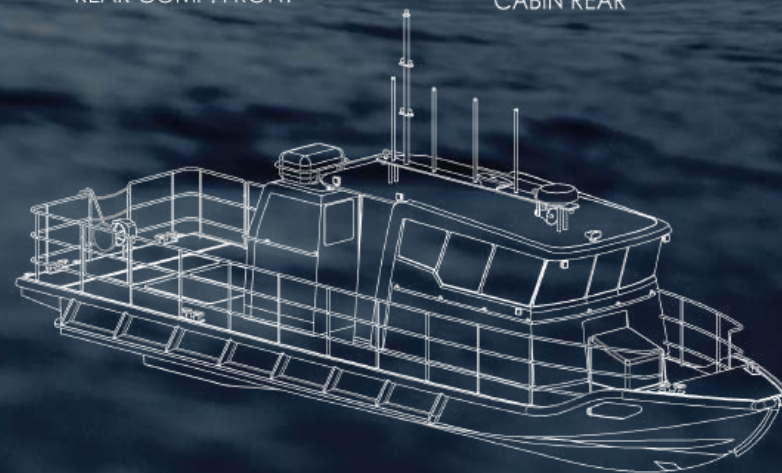
(Final interior layout to be customized to user requirements)



SECTION A-A
REAR COMP. FRONT



SECTION B-B
CABIN REAR





PRO:ZERO 14M HYDROGRAPHIC BOAT





Design: 2017 | 5000-03-60
Length overall, approx.: 14 m
Beam overall, approx.: 3,75 m
Draft (full load), approx.: 0,92 m
Displacement (full load), approx.: 14000 kg
Capacity: 5 persons
Maximum load: 1.500 kg
Engines: 2 x inboard diesel

BENEFITS:

The 14m subsea survey boat is designed to accommodate workspace for 2 subsea specialists in addition to the helmsman's workstation. The design enables efficient surveys under changing weather conditions and the hydrodynamic profile of the hull minimizes turbulence that can interfere with the highly sensitive measuring equipment.

The advanced sonar equipment is recessed into the hull structure to protect it against adverse conditions. The equipment includes high-performance sensors and processors that can capture the signals, manage multiform data streams and constantly produce and store high-quality information that truthfully represents the sea floor.

The cabin has been designed with acute attention to ergonomics and working environment. Noise insulation ensures comfort and easy communication under all operating conditions and the layout have been organized to facilitate workflow coordination, both during the missions and during transport to and from the sites. The cockpit layout is arranged to maximize the use of state-of-the-art operations management equipment and electronic aids for situational awareness.

OPERATIONAL FEATURES:

Speed: 32 kts (with 3 persons).
 Speed (cruise): 25 kt.
 Range: 8 hours at cruise speed.
 Fuel capacity: 2.000 l.

DESCRIPTION:

The boat has been built to meet the requirements from the competent authorities, and features a redundant propulsion system.

HULL, DECK AND SUPERSTRUCTURE:

The boat is made of a combination of glass- and carbon fibre as sandwich construction with PVC as core material. This core material acts as a natural buoyancy reserve material, due to its lightweight and zero water-absorption. Moreover, the sandwich construction avoids the use of internal stiffeners, increasing the usable internal space and offers a natural insulation capability, improving the comfort in the cabin and manned compartments.

FENDER:

The fender has a D profile of 85 x 75 mm. It is made of hard rubber and bolted to the hull.

DECK:

Deck is self-bailing.
 Large working area aft of the cabin.
 6 mooring bites.
 Aluminium railings on aft and fore deck.

CABIN & COCKPIT:

Toilet with WC and washbasin and technical room in separate cabin.
 Main cabin mounted on anti-vibration shock mounts to ensure low noise levels.
 2 Hydrographical workstations and a combined helmsman/workstation.
 1 bench and table in the aft of the main cabin.
 Hinged door in the aft of the cabin.
 Defreeze system for windows with hot air blowers.
 All windows are glued into the structure.
 LED lights in cabin and cockpit.

TECHNICAL:

ENGINES, PROPULSION, STEERING etc.

2 x inboard diesel engine.
 2 x water jet.
 Redundant propulsion system.
 Independent diesel generator – 230V.

TANKS:

Structural diesel tank with hatch and filling protection.
 Independent fresh water tank.
 Independent black water tank with odourless filter.

ELECTRICAL SYSTEM & LIGHTING:

All electrical wiring in marine cable.
 Shore power with control lamp, marked fuses, earth connection.
 Isolation transformer with earth plate for protection of galvanic corrosion.
 24-volt electrical system.
 Main switches with separate battery systems for start, navigation and consumption.
 Battery charger with indicator.
 1 x searchlight on cabin roof, manually operated.
 Navigational lights.
 Floodlights on foredeck and aft deck.

NAVIGATION & ELECTRONIC EQUIPMENT:

Complete engine instruments supplied by engine manufacturer.
 Fuel gauge.
 Control panel for all lighting and other electrical equipment.
 1 x magnetic compass.

SECURITY EQUIPMENT:

Bilge pumps.
 Fire extinguisher at helmsman station
 Automatic fire extinguisher system in engine room.

PRO:ZERO



HYDROGRAPHIC BOAT
14M HYDROGRAPHIC BOAT



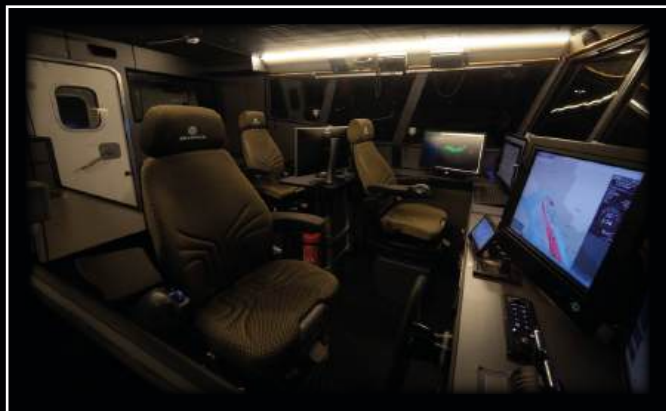
INTERIOR DESIGN

The cabin offers great comfort and is equipped with an adjustable heating system, an air-suspended driver's seat, ergonomic passenger seats and state-of-the-art electronic equipment.



Comfortable cabin

Attending to the human factor. Functional, bright and ergonomic working conditions with noise insulation for ease of communication.



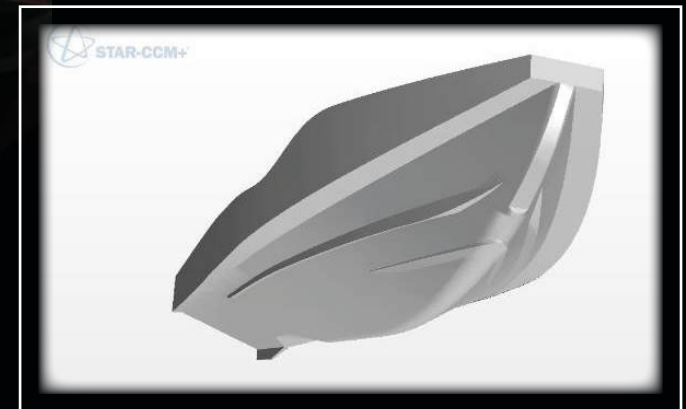
PRO:ZERO

INTERIOR DESIGN
TRIPLE WORKSTATION LAYOUT

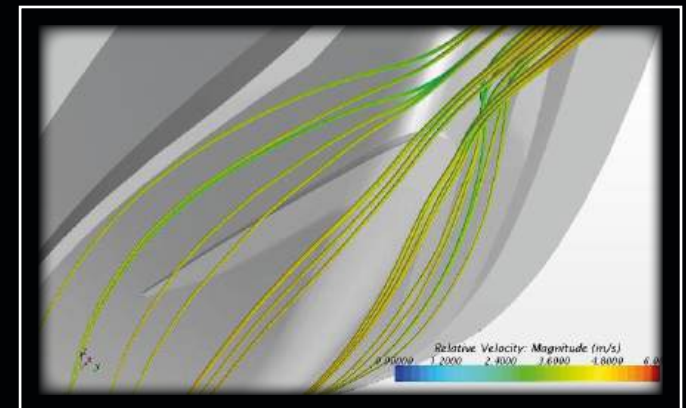
PRO:ZERO

DETAILED HULL ANALYSIS

Acquisition of high-quality hydrographic data requires optimal conditions. Consequently, special attention has been paid to obtain a hull profile which reduces or eliminates hydrodynamic phenomena that affect the sonar equipment. The enemy is cavitation bubbles and sweep-down of bubbles from the bow that become entrained under the hull. Computational analyses carried out by Hauschildt Marine A/S, Copenhagen, helped to reveal the best hull design before the vessel was put into production.



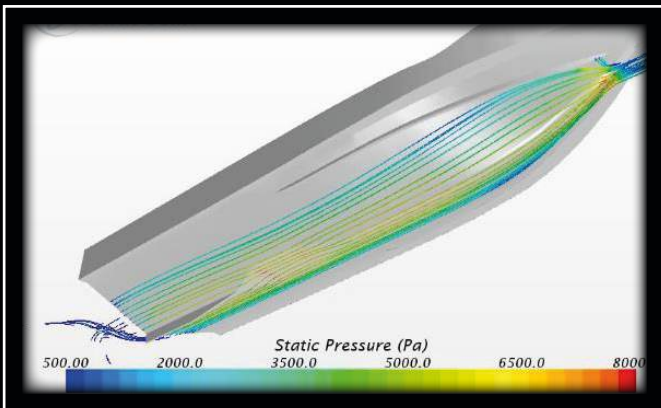
* A proposed bow mounted feature for redirecting streamlines carrying bubbles



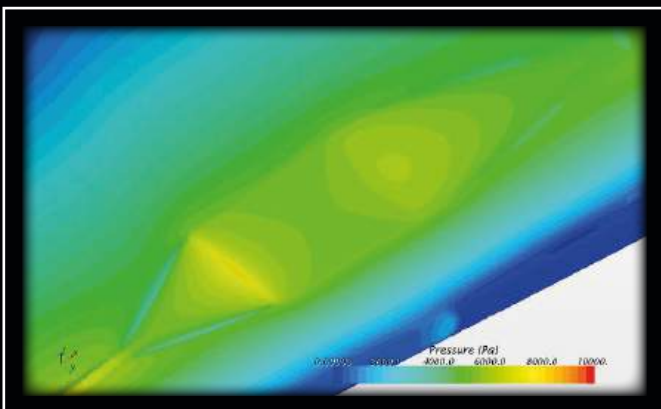
* A proposed bow mounted feature for redirecting streamlines carrying bubbles

INNOVATIVE HULL DESIGN

HULL MOUNTED SONAR



* Velocity Lines and pressure lines on existing hull at 10 knots



* Velocity Lines and pressure lines on existing hull at 10 knots

"The 14m ProZero Subsea Survey vessel exceeded all expectations and contractual demands when being able to do more than 14 kts without any disturbance and air-bubbles in the sonar area. This is way better than the contractual requirements when contracting the vessel with Tuco Marine."

- Preben Thuren Larsen, Project Manager



INNOVATIVE HULL DESIGN
HULL MOUNTED SONAR

PRO:ZERO



15M HYDROGRAPHIC SURVEY BOAT

The 15m subsea survey boat is designed to accommodate workspace for 2 subsea specialists in addition to the helmsman's workstation. The design enables efficient surveys under changing weather conditions and the hydrodynamic profile of the hull minimizes turbulence that can interfere with the highly sensitive measuring equipment.

The advanced sonar equipment is recessed into the hull structure to protect it against adverse conditions. The equipment includes high-performance sensors and processors that can capture the signals, manage multiform data streams and constantly produce and store high-quality information that truthfully represents the sea floor.

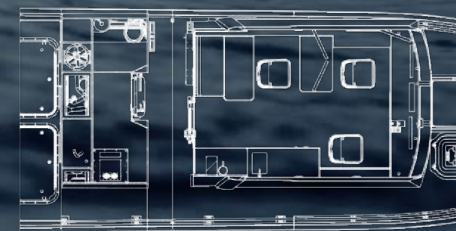
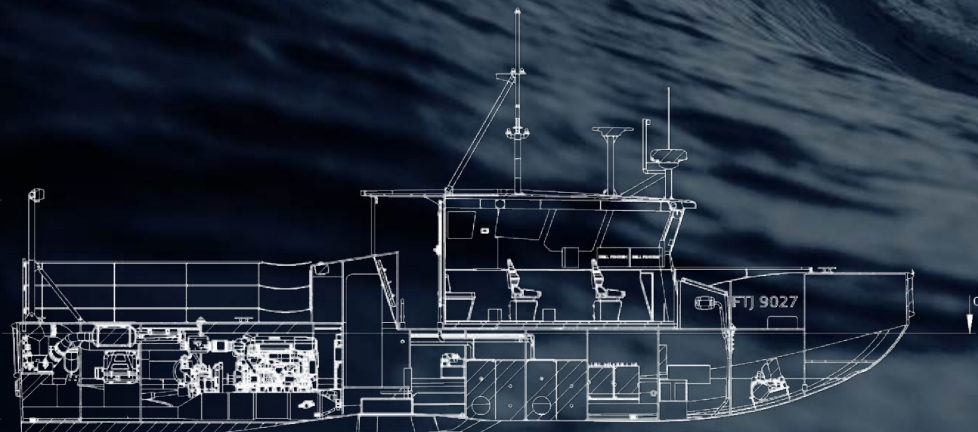
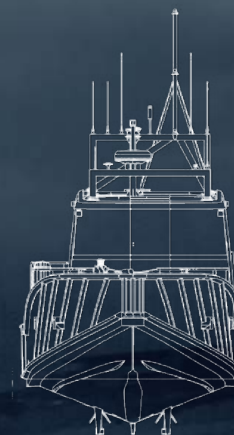
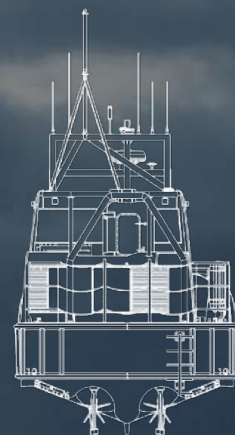
The cabin has been designed with acute attention to ergonomics and working environment. Noise insulation ensures comfort and easy communication under all operating conditions and the layout have been organized to facilitate workflow coordination, both during the missions and during transport to and from the sites. The cockpit layout is arranged to maximize the use of state-of-the-art operations management equipment and electronic aids for situational awareness.



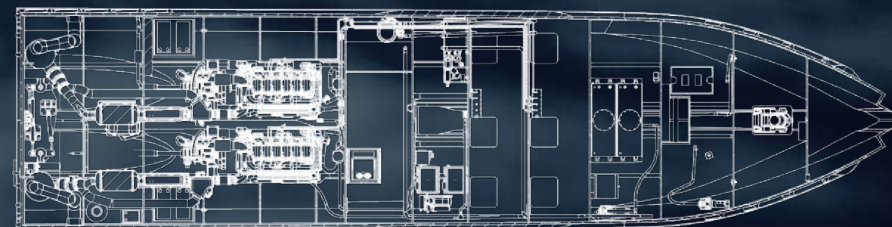
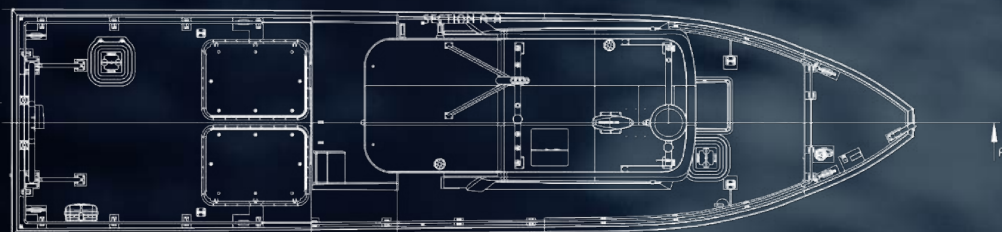
Unmatched strength
Confront the elements with confidence. Built for strength, safety and durability.

HYDROGRAPHIC BOAT

15M HYDROGRAPHIC SURVEY BOAT



SECTION B-B





PRO:ZERO 15M HYDROGRAPHIC BOAT





Design: 2021 | 5000-05-27
Length overall, approx.: 15 m
Beam overall, approx.: 3,74 m
Draft (full load), approx.: 0,92 m
Displacement (full load), approx.: 15000 kg
Capacity: 5 persons
Maximum load: 1.500 kg
Engines: 2 x inboard diesel

BENEFITS:

The 15m subsea survey boat is designed to accommodate workspace for 2 subsea specialists in addition to the helmsman's workstation. The design enables efficient surveys under changing weather conditions and the hydrodynamic profile of the hull minimizes turbulence that can interfere with the highly sensitive measuring equipment. The advanced sonar equipment is recessed into the hull structure to protect it against adverse conditions. The equipment includes high-performance sensors and processors that can capture the signals, manage multi-form data streams and constantly produce and store high-quality information that truthfully represents the sea floor. The cabin has been designed with acute attention to ergonomics and working environment. Noise insulation ensures comfort and easy communication under all operating conditions and the layout have been organized to facilitate workflow coordination, both during the missions and during transport to and from the sites. The cockpit layout is arranged to maximize the use of state-of-the-art operations management equipment and electronic aids for situational awareness.

OPERATIONAL FEATURES:

Speed (cruise): 21 kt.
 Range: 8 hours at cruise speed.
 Fuel capacity: 2.000 l.

DESCRIPTION:

The boat has been built to meet the requirements from the competent authorities, and features a redundant propulsion system.

HULL, DECK AND SUPERSTRUCTURE:

The boat is made of a combination of glass- and carbon fibre as sandwich construction with PVC as core material. This core material acts as a natural buoyancy reserve material, due to its lightweight and zero water-absorption. Moreover, the sandwich construction avoids the use of internal stiffeners, increasing the usable internal space and offers a natural insulation capability, improving the comfort in the cabin and manned compartments.

FENDER:

The fender has a D profile of 85 x 75 mm. It is made of hard rubber and bolted to the hull.

DECK:

Deck is self-bailing.
 Large working area aft of the cabin.
 6 mooring bites.
 Aluminium railings on aft and fore deck.

CABIN & COCKPIT:

Toilet with WC and washbasin and technical room in separate cabin.
 Main cabin mounted on anti-vibration shock mounts to ensure low noise levels.
 2 Hydrographical workstations and a combined helmsman/workstation.
 1 bench and table in the aft of the main cabin.
 Hinged door in the aft of the cabin.
 Defreeze system for windows with hot air blowers.
 All windows are glued into the structure.
 LED lights in cabin and cockpit.

TECHNICAL:

ENGINES, PROPULSION, STEERING etc.

2 x inboard diesel engine.
 2 x water jet.
 Redundant propulsion system.
 Independent diesel generator – 230V.

TANKS:

Structural diesel tank with hatch and filling protection.
 Independent fresh water tank.
 Independent black water tank with odourless filter.

ELECTRICAL SYSTEM & LIGHTING:

All electrical wiring in marine cable.
 Shore power with control lamp, marked fuses, earth connection.
 Isolation transformer with earth plate for protection of galvanic corrosion.
 24-volt electrical system.
 Main switches with separate battery systems for start, navigation and consumption.
 Battery charger with indicator.
 1 x searchlight on cabin roof, manually operated.
 Navigational lights.
 Floodlights on foredeck and aft deck.

NAVIGATION & ELECTRONIC EQUIPMENT:

Complete engine instruments supplied by engine manufacturer.
 Fuel gauge.
 Control panel for all lighting and other electrical equipment.
 1 x magnetic compass.

SECURITY EQUIPMENT:

Bilge pumps.
 Fire extinguisher at helmsman station
 Automatic fire extinguisher system in engine room.

PRO:ZERO

12M HYDROGRAPHIC SURVEY VESSEL

The 12m ProZero multimission boat is a fast vessel designed specifically for speed, agility and comfort. The vessel can perform a wide variety of missions, including personnel transfer and hydrographic missions.

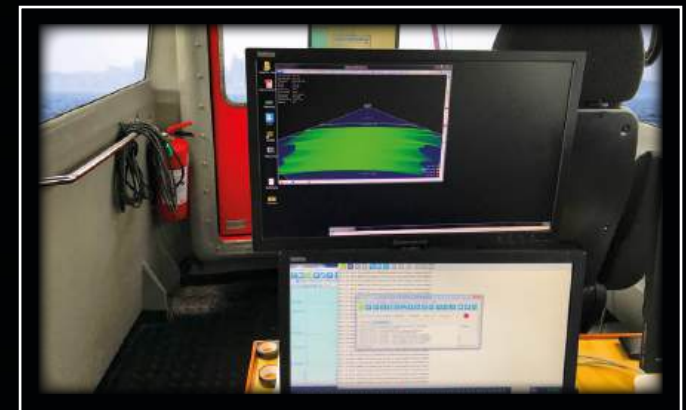
The design of the fore and aft deck ensures quick and safe accommodation of passengers in the cabin and cargo on the foredeck.

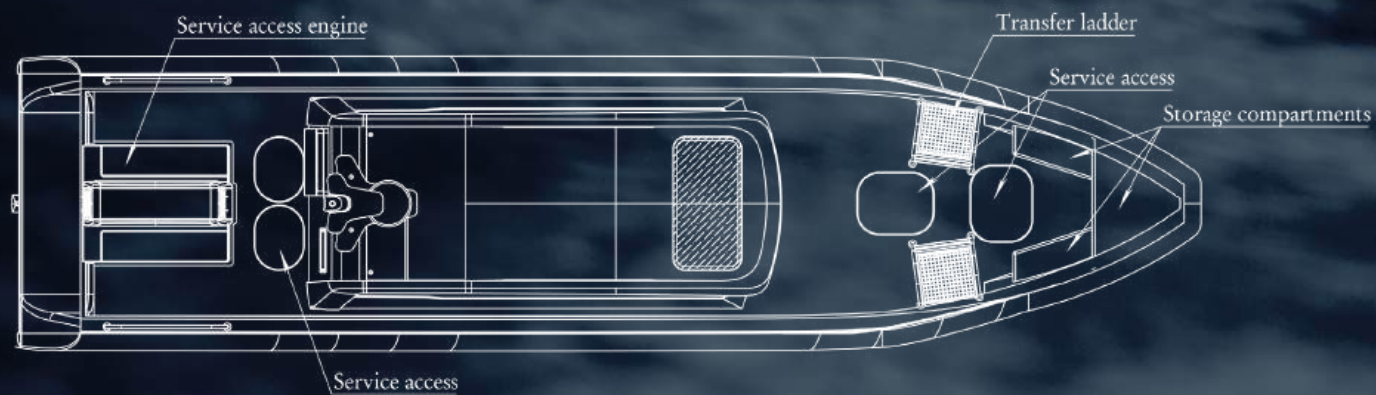
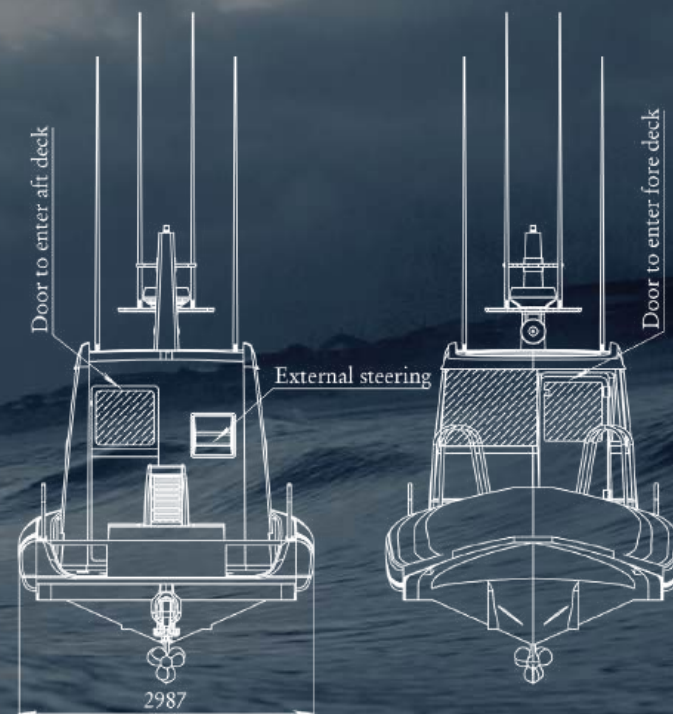
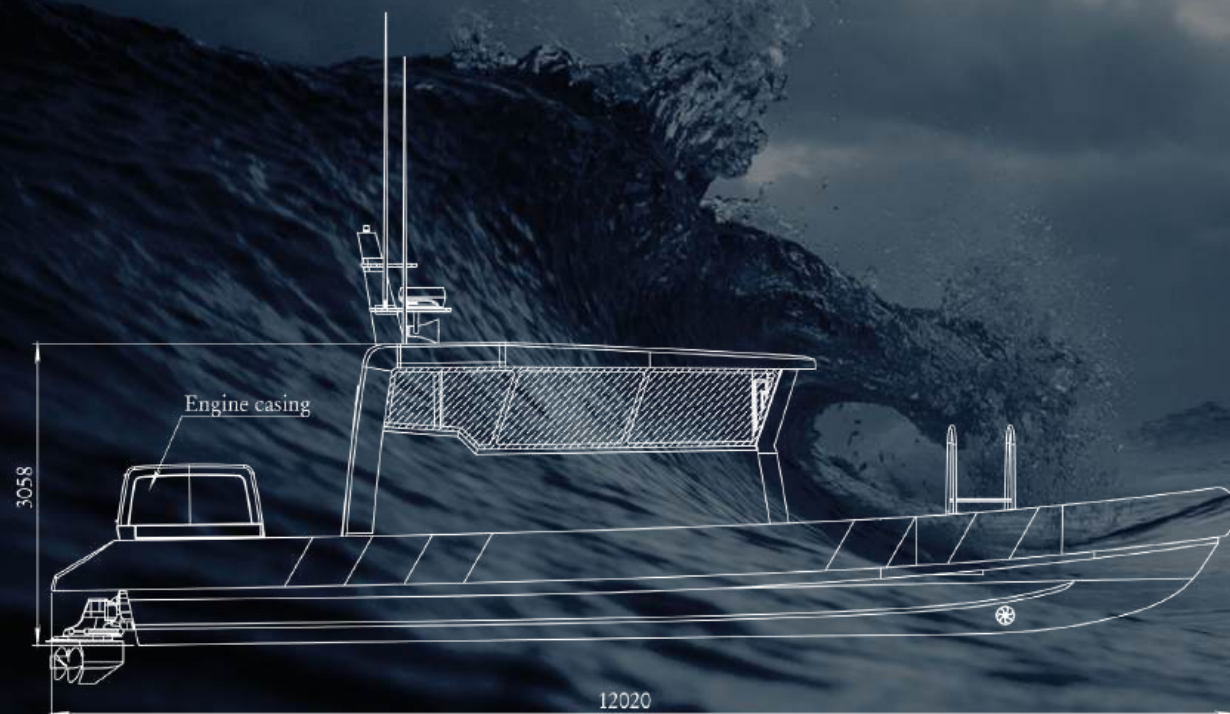
The sleek and deep v-bottom of the boat secures a stable ride and provides the boat with exceptional seakeeping capabilities which contributes even further to crew comfort.

The vessel is made from composite materials and is equipped with aluminium railing. Smart material selection contributes to significant weight reductions and the low weight translates directly into impressive reductions in fuel consumption and emissions. In addition, the strong and durable composite materials are non-corrosive and virtually maintenance-free which cuts the cost of ownership.



HYDROGRAPHIC BOAT 12M MULTIMISSION VESSEL







PRO:ZERO 12M HYDROGRAPHIC VESSEL





Design: 2014 | 5000-02-04
Length overall, approx.: 12 m
Beam overall, approx.: 3 m
Draft (full load), approx.: 0,65 m
Displacement (full load), approx.: 6.400 kg
Capacity: 4 persons
Engines: 1 x inboard diesel

BENEFITS:

This daughter craft is designed to fulfil requirements from pilots. The cabin allows access from both aft and foredeck and the unique ProZero cabin mounting system reduces both noise and vibrations from hull and engine(s). The design of the ProZero cabin allows a huge amount of daylight which improves the personal comfort even further. The low weight construction reduces fuel consumption significantly and supports the great and proven seakeeping ability.

OPERATIONAL FEATURES:

Speed (max): +27 kt.
 Fuel capacity, approx.: 400 l.

DESCRIPTION:

The boat has been built to meet the requirements from competent authorities. The boat is made of a combination of glass- and carbon fibre as sandwich construction with PVC as core material.

HULL, DECK AND SUPERSTRUCTURE:

The boat is made of a combination of glass- and carbon fibre as sandwich construction with PVC as core material. This core material act as a natural buoyancy reserve material, due to its lightweight and zero water-absorption. Moreover, the sandwich construction avoids the use of internal stiffeners, increasing the usable internal space and offers a natural insulation capability, improving the comfort in the cabin and manned compartments.

FENDER:

The fender is constructed from closed cell polyethylene foam and features a non-deflating solid core which cannot lose buoyancy or absorb water. Any damage is strictly cosmetic.

DECK:

Railings and transfer ladders.
 Decks are self bailing, both interior and aft deck.
 Removable deck sections to access fuel tank.
 Engine room cover with easy access for engine maintains.
 Stowage for mooring equipment.
 Mooring bites.
 Watertight stowage in forward compartments.
 Benches on both sides of the forward deck.
 Deck lights on aft deck.

CABIN & COCKPIT:

The cabin is fastened to the hull on anti-vibration mounts.
 Seats for crew and passengers.
 Hinged door in the front of the cabin.
 Hinged door in the aft of the cabin.
 Windshield wiper with interval relay.
 All windows are glued into the structure.
 Comfort insulation in the cabin.
 Air Conditioning / Heating system.

TECHNICAL:

ENGINES, PROPULSION, STEERING etc.

1 x inboard diesel engine, Volvo Penta D6 330hp.
 1 x sterndrive, Volvo Penta Duoprop.
 1 x Bow thruster Craftsman 85kgf – 12V.
 - optional drivelines on request.

TANKS:

Structural diesel tank with hatch and filling protection.

ELECTRICAL SYSTEM & LIGHTING:

All electrical wiring in marine cable.
 12-volt electrical system.
 Main switches with separate battery systems for start, navigation and consumption.
 Battery charger with indicator.
 220 V-outlets in cabin.
 1 x LED searchlight on cabin roof.
 Navigational lights.
 2 x floodlight on the working aft deck.
 2 x floodlight on the working fore deck.

NAVIGATION & ELECTRONIC EQUIPMENT:

1 x 12" multi chart plotter, Ray Marine E125.
 1 x Echo sound transducer, RayMarine.
 2 x Exterior cams, RayMarine CAM200.
 1 x digital radar.
 1 x class A AIS, RayMarine AIS 950.
 2 x VHF, RayMarine 218E & 49E.
 1 x AIS SART.
 1 x DynaWatt 5,0kW 230V generator driven by M.E.
 Fuel gauge.
 1 x magnetic compass.

SECURITY EQUIPMENT:

Manual bilge pump.
 Electrical emergency pump in bilge, manual start.
 Fire extinguisher at helmsman station.

PRO:ZERO



HYDROGRAPHIC BOAT
12M MULTIMISSION VESSEL





**INTERIOR
DESIGN**

PRO:ZERO

15M ROV SERVICE BOAT

The 15m ProZero ROV service boat has been developed in cooperation with leading subsea survey experts. It is built from composite materials which reduce the structural weight of the vessel and ensure low maintenance and superior durability.

Thanks to the low weight and the twin inboard diesel engines connected to the distinctive Volvo Penta IPS propulsion system with forward-facing, counter-rotating propellers, the vessel is capable of operating at more than 33 knots. Other propulsion systems available on request.

The union of low weight and efficient hull lines result in impeccable control and handling, world-class fuel efficiency and minimal environmental impact.

The hull has special features and reinforcements that make it ideal for subsea survey operations. The ProZero hull is highly efficient and provides for a stable ride, even in rough seas where most vessels must surrender.

The cockpit layout in the 15m ProZero is arranged to fully exploit the latest monitoring systems and the most reliable and accurate navigation technology available.



Flexible construction

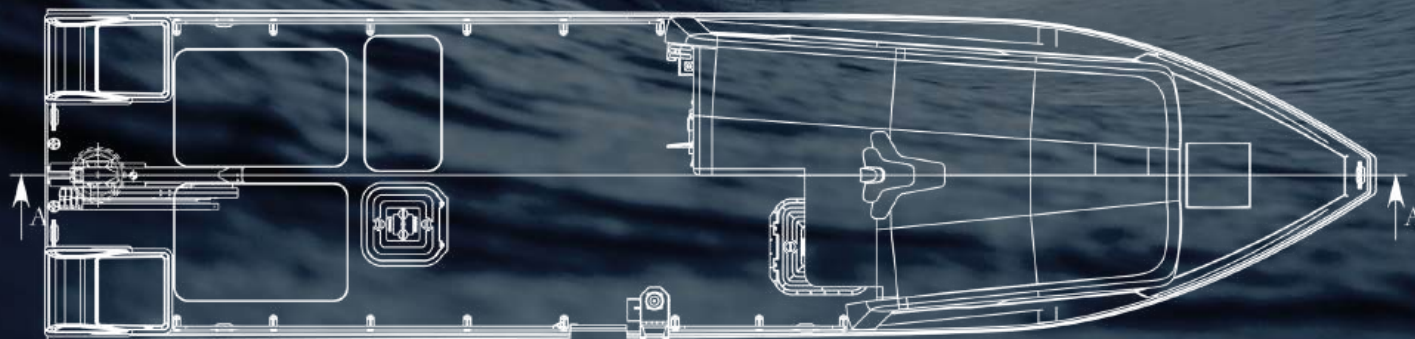
Construction with a purpose. Know-how and expert engineering at the service of unique client demands.



ROV SERVICE BOAT 15M ROV VESSEL



SECTION A-A



SECTION B-B



PRO:ZERO 14M ROV SERVICE BOAT





Design: 2016 | 5000-03-51
Length overall, approx.: 14,96 m
Beam overall, approx.: 3,85 m
Draft (full load), approx.: 1,08 m
Capacity: 4 persons
Maximum Load: 3.000 kg
Engines: 2 x inboard diesel
Drive: 2 x IPS

BENEFITS:

The design of the ProZero cabin ensures a huge amount of daylight, this also improves the personal comfort.

OPERATIONAL FEATURES:

Speed (max, lightweight): 35 kts.
 Fuel capacity: 2.500 l.

DESCRIPTION:

The boat has been built to meet the requirements from the competent authorities.

HULL, DECK AND SUPERSTRUCTURE:

The boat is made of a combination of glass- and carbon fibre as sandwich construction with PVC as core material. This core material acts as a natural buoyancy reserve material, due to its lightweight and zero water-absorption. Moreover, the sandwich construction avoids the use of internal stiffeners, increasing the usable internal space and offers a natural insulation capability, improving the comfort in the cabin and manned compartments.

FENDER:

The fender is built from a hard rubber holed D profile fender, running all around the sides and the bow.

Additionally, on the starboard side a fender is situated underwater to protect the hull.

DECK:

Deck and cabin are self-bailing.

Large working aft deck.

1 x 2,5 Tm Hydraulic crane.

1 x 1,0 Tn Hydraulic capstan.

2 x Door openings with ladder to waterline on the sides.

6 mooring bites.

Black anodized detachable aluminium railings.

CABIN & FORECASTLE:

Toilet with WC and washbasin.

Pantry with sink, fridge and microwave.

Hinged door in the aft of the cabin.

Ladder from cabin to forecastle.

4 x Comfort seats for crew.

2 x Bunks in the forecastle (3rd bunk optional).

Defrost system for windows with hot air blowers.

All windows are glued into the structure.

LED lights in cabin, cockpit and forecastle.

Comfort insulation in the cabin.

Diesel heater.

TECHNICAL:

ENGINES, PROPULSION, STEERING etc.:

2 x 625 hp inboard diesel engine.

2 x IPS pods.

1 x hydraulic pump coupled to the SB engine.

1 x flushing pump coupled to the PS engine with outlet in the main deck.

TANKS:

Structural diesel tanks with 2.500 l capacity.

Structural fresh water tanks with 500 l capacity.

1 x 100 l fresh water tank for consumption.

1 x 100 l dark water tank with odourless filter.

1 x 20 l hot water thermos.

1 x hydraulic tanks.

ELECTRICAL SYSTEM & LIGHTING:

All electrical wiring in marine cable, power with control lamp, marked fuses, earth connection.

Insulation transformer with earth plate for protection of galvanic corrosion.

24V DC, 240V 2-phase AC electrical system.

EI, DC and AC outlets in, cabin, forecastle and main deck (protected).

Main switches with separate battery systems for start, navigation and consumption.

Battery charger with indicator.

1 x searchlight on cabin roof, manually operated.

Navigational lights.

Multiple floodlights on the working deck.

NAVIGATION & ELECTRONIC EQUIPMENT:

Complete engine instruments supplied by engine manufacturer.

Control panel for all lighting and other electronic equipment.

1 x fixed VHF.

1 x magnetic compass.

SECURITY EQUIPMENT:

Bilge pumps.

Automatic fire extinguisher system in engine room.

PRO:ZERO



ROV SERVICE BOAT
15M ROV VESSEL

CRANE

The vessel is equipped with a hydraulic crane and capstans to optimize operations and easy handling of the subsea survey equipment and ROVs. Different onboard cranes are available to ensure compliance with local regulations and statutes.

IMPROVED RAILING

Sturdy railings are installed around work areas to ensure the safety of the personnel. The railings can be removed to accommodate oversized cargo and to provide easy access and transfer.

CARGO ZONES

Dedicated cargo zones with lashing points are installed on deck to secure cargo during operations. The deck has been reinforced to accommodate the added load.



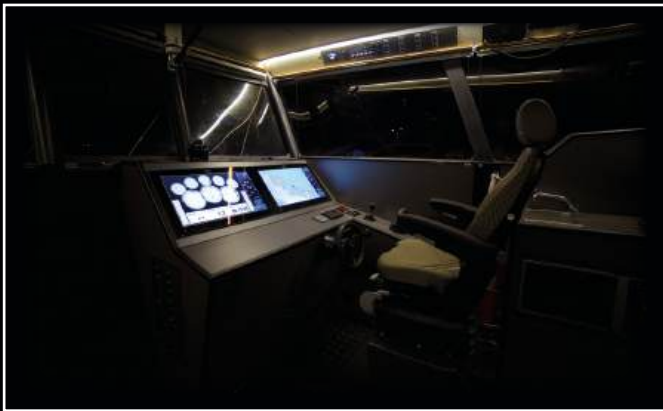
INTERIOR DESIGN

The interior has been designed to provide the user with maximal comfort and spacious working conditions. Ergonomic seats ensure a comfortable ride, noise insulation eases communication and large windshields afford ample light and great visibility.



Comfortable cabin

Attending to the human factor. Functional, bright and ergonomic working conditions with noise insulation for ease of communication.



PRO:ZERO



INTERIOR DESIGN



PRO:ZERO

FIBRE REINFORCED COMPOSITES

SUPERIOR MATERIALS

High strength, low maintenance

Clever choices of materials increase performance and productivity. Fiber reinforced composites have great strength-to-weight ratio, physical stability and molding flexibility. This makes them highly attractive for manufacturing the fast and durable ProZero vessels.

Safe and durable

Improved safety is also a benefit of using composites. Drop tests prove that the "sandwich"-type composite panels used in the ProZero series have better energy absorption capacity compared to for instance aluminium. This means that the structural integrity of the vessel is better preserved in the occasion of collision with objects. The sandwich panel acts as a closed cell, so that in the event of a collision where the outer skin is compromised, water intake is confined and obstructed whereas a similar aluminum panel will suffer full penetration which sets the vessel and crew at risk.

Working together

At Tuco, we carefully draw out all the potential inherent in these materials and we continuously work together with the Danish Technical University amongst others to verify the mechanical properties and advantages of composites.



Unmatched strenght

Confront the elements with confidence. Built for strenght, safety and durability.

WORKSHOP AND INSTRUCTIONS

Professional training – skilled instructors

We can provide a variety of operations and maintenance courses that can accommodate clients from a number of sectors including Wind, Maritime, Oil & Gas and Military.

Teaching is performed by our expert instructors, who have trained more than 8000 people.

A selection of ProZero courses:

- Introduction to materials
- Introduction to basic techniques
- Safety
- STCW - Personal Survival Techniques
- STCW - Proficiency in Fast Rescue Boats
- STCW - Proficiency in Fast Rescue Boats Refresh

Contact us at mail@tucodk.dk for more info.



PRO:ZERO

TWO DAY WORKSHOP INCLUDED



PRO:ZERO

DROPTEST COMPOSITES VS ALUMINIUM

DROPTEST: COMPOSITE

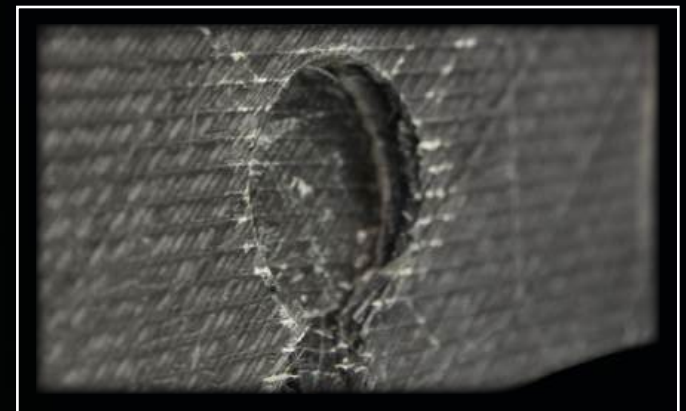
Composite hull structure

- Dropping a 12,5 kg load from 6 m height.
- 25mm sandwich panel with PVC core.
- A controlled release mechanism lets the load falls straight down and ensures reproducibility of results.

RESULT:

Absorbs the impact

- Only the outer skin of the hull structure is penetrated – **No water intake, no immediate risk** for boat and crew.
- The sandwich core absorbs the energy from the impact and the inner skin remains undamaged.
- The vessel can return safely to harbour with no risk for crew and vessel.



* Image shows penetration of only the frontside of the sandwich panel because the inner core absorbed the impact

DROPTEST: ALUMINIUM

Aluminium hull plating

- Dropping a 12,5 kg load from 6 m height.
- 5 mm aluminium hull plate.
- A controlled release mechanism lets the load falls straight down and ensures reproducibility of results.

RESULT:

Water intake

- Impact on the aluminium hull plating results in **immediate water intake** with **crucial risk** for crew and boat.
- Damage like this requires instant attention.



* Image shows full penetration of the aluminiums plate

PRO:ZERO

DROPTEST
COMPOSITES VS ALUMINIUM



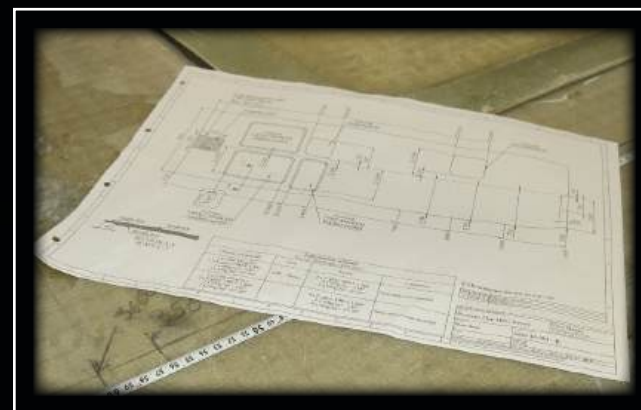
QUALITY ASSURANCE

QUALITY ASSURANCE

Quality comes first

Quality is a keyword at Tuco Marine Group. In our pursuit of excellence, it is crucial that the quality is under complete control. We work nonstop to ensure that our products and services not only fulfill, but surpass quality requirements.

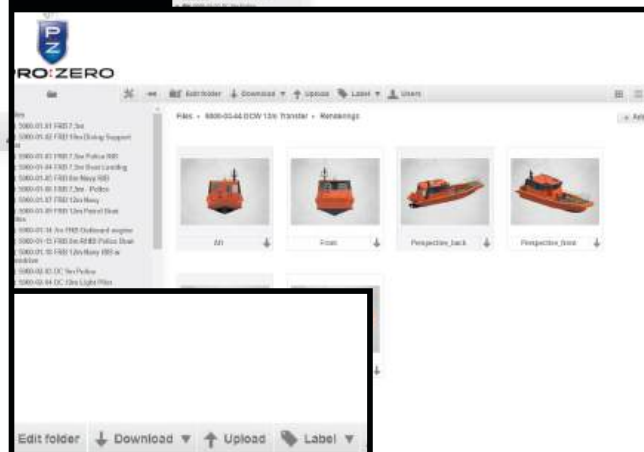
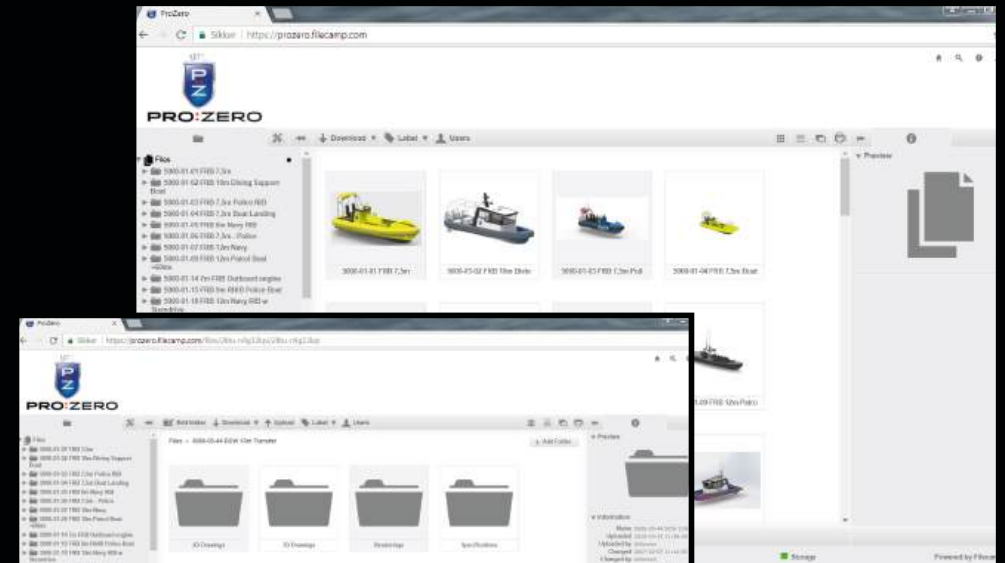
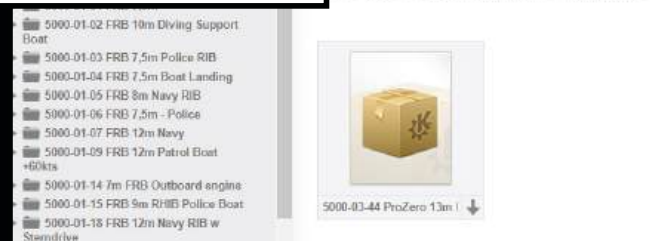
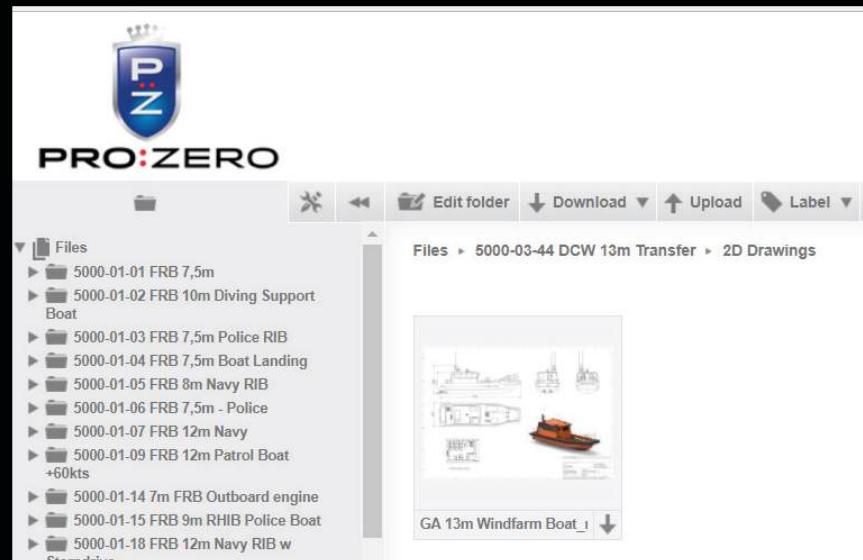
Our skilled employees secure high quality at every step in the manufacturing process by performing systematic measurements and continuous monitoring of raw materials, components, assemblies and finished products.



ACCESS TO DRAWINGS AND 3D FILES

Easy decisions – exploit our design library and save time

As a service for naval architects and users, Tuco has launched a design library containing drawings and renderings for our range of ProZero vessels. The Filecamp library provides an efficient and convenient way for naval architects to access the ProZero designs. The comprehensive Filecamp data can support and facilitate planning, eliminate superfluous procedures and help in reaching informed design choices.



PRO:ZERO

FILECAMP

EASY INTEGRATION

PRO:ZERO

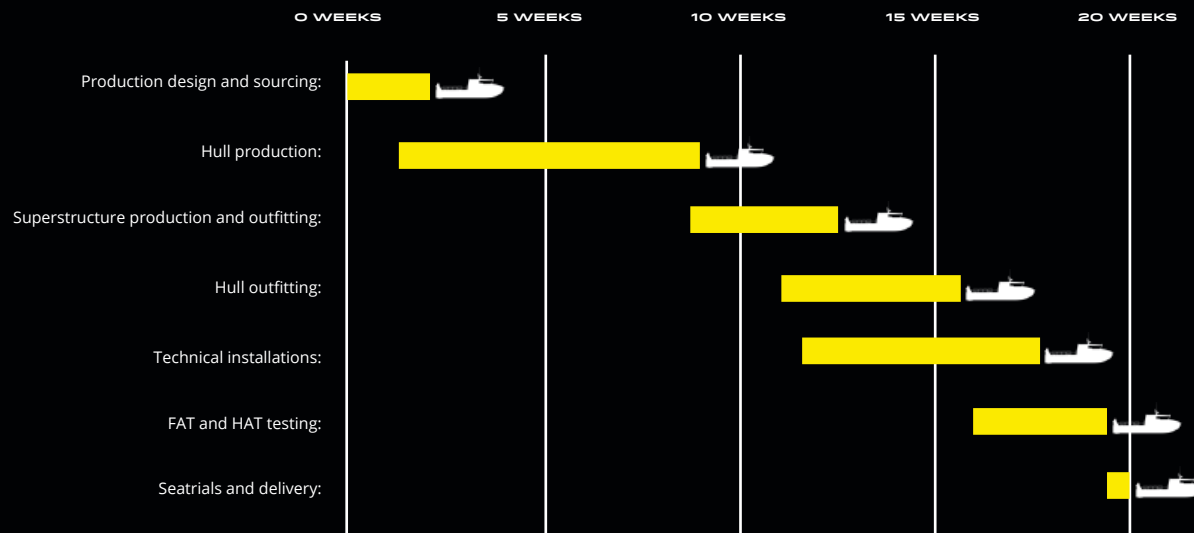
SERIAL PRODUCTION

Merging unparalleled quality with cost-efficiency and prompt delivery

Construction with fiber-reinforced composites is highly suited for serial production. Tuco has developed an exceptionally efficient modular production method to fully exploit the advantages inherent in composite materials.

To guarantee product excellence and quality uniformity across our range of vessels, female moulds are applied in the production of all ProZero hulls. This permits a very high degree of accuracy and consistency in the manufacturing process so that every single hull lives up to our rigorous quality standards. Production using high quality moulds outperforms any other building technique in terms of cost-effectiveness.

Our modular production method enables us to integrate specific design requests and we cooperate closely with all involved stakeholders to deliver uncompromising quality and excellent products without sacrificing short delivery times.



SHORT LEAD TIME

EFFICIENT PRODUCTION PLATFORM

SERVICE AND SUPPLY

Far and wide – support is always within reach

The reliability and speed of our products are echoed in our range of support services. We are committed to act fast whenever a customer needs us. We appreciate the significance of constant operational capacity, and Tuco Marine's Spare Parts and Service Team helps to intercept unexpected downtime and keep productivity at a maximum.

The team is staffed by some of the most skilled technicians in the industry and they work to ensure the highest possible level of technical support for our clients.

Integrating the best equipment

Beyond that, we have long-lasting relationships with OEMs. We collaborate with key vendors from the early design phase to integrate the best features into the building process. This way we create a safer and more comfortable boat for the crew.

Our extensive product knowledge and our unique ties with the industry allows us to offer a high degree of availability and coverage – we extend our support far beyond what you might expect from a boat-builder.



Swift support

Rest assured and focus on the job. Our skilled technicians are always prepared to offer support.

PRO:ZERO

FULL SUPPORT
SKILLED SERVICE TEAM

PRO:ZERO

LAUNCH AND RECOVERY

Not taking any risks

Launch and recovery of Daughter Crafts is an area that requires exceptional vigilance. The ProZero series is carefully designed to secure maximum safety and reliability for the users in these high-risk situations, and special care is taken in the design process to ensure accessibility to hooking points.

Lighter overall solution

Due to the lightweight construction of the ProZero Daughter Crafts, less stress is exerted on the lifting equipment. This allows fitting of lighter davit equipment which benefits the overall naval architecture and saves resources that enable clients to pursue their real goals. Light weight solutions lift the entire value chain.

We work closely with a number of leading equipment manufacturers and we are happy to include customized LARS solutions for individual clients.



Low weight
Cutting weight and adding value.
Low weight design lifts the value chain.

DAVIT
SPAREPARTS



THE BEST TEAM

Expert team

Modern boat building requires more than the expert skill of a single artisan. To build boats that accommodate the demands of today's maritime infrastructure, it requires innovative thinking and careful coordination of a long range of complementary skills. That is why the team at Tuco Marine is represented by everything from traditional craftsmen to 3D animators and marine engineers, who work together to create the synergy and momentum that is essential for the company to succeed. The sense of mutual commitment and shared accountability amongst the members of our team is exactly what keeps Tuco Marine at the vanguard of maritime commerce and technology. Thus, the team at Tuco Marine is not just a collection of individual people, but a collective working toward a common goal and sharing the rewards.

PRO:ZERO





PRO:ZERO 8M P-TOP - OPEN CABIN





Design: 2017 | 5000-02-14
Length overall, approx.: 7,95 m
Beam overall, approx.: 2,84 m
Draft, approx. (sterndrive): 0,7 m
Crew: 2 persons
Capacity: 6 persons
Payload: 750 kg (including persons)
Engines: 2 x outboard petrol

BENEFITS:

The boat is specially designed for transport of up to 6 passengers at high speeds. Sheltered steering position with full enclosed in the front, this raise comfort for crew. The boat is significantly lighter than the market average which benefits fuel consumption and adds to the already proven seaworthiness.

OPERATIONAL FEATURES:

Speed, approx.: + 35 kt (lightweight condition).
 Range: 4 hours at cruise speed.

DESCRIPTION:

The boat has been built to meet the requirements from the competent authorities.

HULL, DECK AND SUPERSTRUCTURE:

The boat is made of a combination of glass- and carbon fibre as sandwich construction with PVC as core material. This core material acts as a natural buoyancy reserve material, due to its lightweight and zero water-absorption. Moreover, the sandwich construction avoids the use of internal stiffeners, increasing the usable internal space and offers a natural insulation capability, improving the comfort in the cabin and manned compartments.

FENDER:

The fender is constructed of closed cell polyethylene foam. Not deflating with solid core that cannot lose buoyancy or absorb water. Damage is strictly cosmetic keeping crew safe. Fender system absorbs major impacts and retains integrity and shape. The ProZero fenders profile gives substantially more interior room than a comparable RIB.

DECK:

Deck and cabin are self-bailing.
 Metallic mooring bollards.
 Modular and easy detachable aluminium railings.
 Lashing points on aft deck for equipment.
 Protection bar on the transom for engines protection.

COCKPIT:

Windshield wiper.
 Seats for crew.
 Steering console.

TECHNICAL:

ENGINES, PROPULSION, STEERING etc.:

2 x 150 hp outboard petrol engines.

TANKS:

Petrol tank with hatch and filling protection.

ELECTRICAL SYSTEM & LIGHTING:

All electrical wiring in marine cable.
 Shore power with control lamp, marked fuses, earth connection and shore cable.
 24-volt DC system electrical system.
 Main switches with separate battery systems for start, navigation and consumption.
 Battery charger with indicator.
 Searchlight on cabin roof, manually operated.
 Navigational lights.
 Floodlights on the aft deck.

NAVIGATION & ELECTRONIC EQUIPMENT:

Electric engine controls. Complete engine instruments with RPM, temperature, oil pressure and voltmeter for start batteries supplied by engine manufacturer.
 Fuel gauge.
 Control panel for all lighting and other electrical equipment.
 1 x magnetic Compass.
 1 x electric horn.

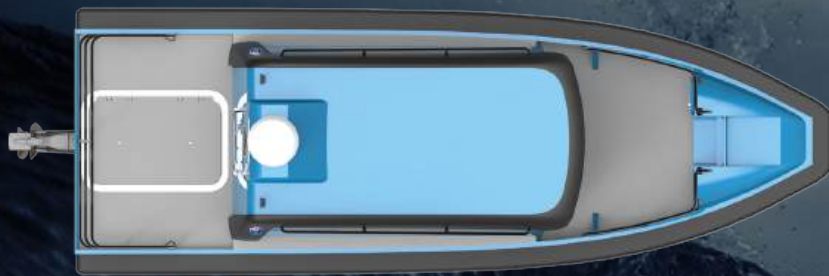
SECURITY EQUIPMENT:

Manual bilge pump, electrical emergency pump.
 Portable fire extinguishers.



PRO:ZERO 8M FULL CABIN DC - INBOARD





Design: 2017 | 5000-02-21
Length overall, approx.: 7,95 m
Breadth overall, approx.: 2,84 m
Draft, approx. (sterndrive): 0,7 m
Crew: 2 persons
Capacity: 6 persons
Payload: 750 kg (incl. persons)
Engine: 1 x inboard diesel

BENEFITS:

The boat is specially designed for transport of up to 6 passengers at high speeds. The design of the ProZero cabin ensures a huge amount of daylight, this also improves the personal comfort. The boat is significantly lighter than the market average which benefits fuel consumption and adds to the already proven seaworthiness.

OPERATIONAL FEATURES:

Speed, approx.: +25 kt (lightweight condition).
 Range: 4 hours at cruise speed.

DESCRIPTION:

The boat has been built to meet the requirements from the competent authorities.

HULL, DECK AND SUPERSTRUCTURE:

The boat is made of a combination of glass- and carbon fibre as sandwich construction with PVC as core material. This core material acts as a natural buoyancy reserve material, due to its lightweight and zero water-absorption. Moreover, the sandwich construction avoids the use of internal stiffeners, increasing the usable internal space and offers a natural insulation capability, improving the comfort in the cabin and manned compartments.

FENDER:

The fender is constructed of closed cell polyethylene foam. Not deflating with solid core that cannot lose buoyancy or absorb water. Damage is strictly cosmetic keeping crew safe. Fender system absorbs major impacts and retains integrity and shape. The ProZero fenders profile gives substantially more interior room than a comparable RIB.

DECK:

Deck and cabin are self-bailing.
 Metallic mooring bollards.
 Modular and easy detachable aluminium railings.
 Lashing points on aft deck for equipment.
 Aluminium frame on the aft with strong points for towing and equipment attachment.
 Protection bar on the transom for engines protection.

CABIN & COCKPIT:

Hinged door in the aft of the cabin.
 Windshield wiper.
 LED lights in cabin and cockpit.
 Seats for crew.
 1 x Padded foldable bench for up to 3 persons.
 1 x Padded deployed bench for 3 persons.

TECHNICAL:

ENGINES, PROPULSION, STEERING etc.:

1 x inboard diesel equipped with sterndrive.
 1 x Mercruiser TDI-260PS, BR III, DTS Other engine configurations on request.

TANKS:

Petrol tank with hatch and filling protection.

ELECTRICAL SYSTEM & LIGHTING:

All electrical wiring in marine cable.
 Shore power with control lamp, marked fuses, earth connection and shore cable.
 24-volt DC system electrical system.
 Main switches with separate battery systems for start, navigation and consumption.
 Battery charger with indicator.
 Navigational lights.

NAVIGATION & ELECTRONIC EQUIPMENT:

Electric engine controls. Complete engine instruments with RPM, temperature, oil pressure and voltmeter for start batteries supplied by engine manufacturer.
 Fuel gauge.
 Control panel for all lighting and other electrical equipment.
 1 x magnetic Compass.
 1 x electric horn.

SECURITY EQUIPMENT:

Manual bilge pump, electrical emergency pump.
 Portable fire extinguishers.



PRO:ZERO 8M FULL CABIN DC - OUTBOARD





Design: 2017 | 5000-02-20
Length Overall, approx.: 7,95 m
Beam Overall, approx.: 2,84 m
Draft, approx. (sterndrive): 0,7 m
Crew: 2 persons
Capacity: 6 persons
Payload: 750 kg (including persons)
Engines: 2 x outboard petrol

BENEFITS:

The boat is specially designed for transport of up to 6 passengers at high speeds. The design of the ProZero cabin ensures a huge amount of daylight, this also improves the personal comfort. The boat is significantly lighter than the market average which benefits fuel consumption and adds to the already proven seaworthiness.

OPERATIONAL FEATURES:

Speed, approx.: +25 kt (lightweight condition).
 Range: 4 hours at cruise speed.

DESCRIPTION:

The boat has been built to meet the requirements from the competent authorities.

HULL, DECK AND SUPERSTRUCTURE:

The boat is made of a combination of glass- and carbon fibre as sandwich construction with PVC as core material. This core material acts as a natural buoyancy reserve material, due to its lightweight and zero water-absorption. Moreover, the sandwich construction avoids the use of internal stiffeners, increasing the usable internal space and offers a natural insulation capability, improving the comfort in the cabin and manned compartments.

FENDER:

The fender is constructed of closed cell polyethylene foam. Not deflating with solid core that cannot lose buoyancy or absorb water. Damage is strictly cosmetic keeping crew safe. Fender system absorbs major impacts and retains integrity and shape. ProZero fender's profile gives substantially more interior room than a comparable RIB.

DECK:

Deck and cabin are self-bailing.
 Metallic mooring bollards.
 Modular and easy detachable aluminium railings.
 Lashing points on aft deck for equipment.
 Aluminium frame on the aft with strong points for towing and equipment attachment.
 Protection bar on the transom for engines protection.

CABIN & COCKPIT:

Hinged door in the aft of the cabin.
 Windshield wiper.
 LED lights in cabin and cockpit.
 Seats for crew.
 1 x Padded foldable bench for up to 3 persons.
 1 x Padded deployed bench for 3 persons.

TECHNICAL:

ENGINES, PROPULSION, STEERING etc.:

2 x outboard petrol engines.

TANKS:

Petrol tank with hatch and filling protection.

ELECTRICAL SYSTEM & LIGHTING:

All electrical wiring in marine cable.
 Shore power with control lamp, marked fuses, earth connection and shore cable.
 24-volt DC system electrical system.
 Main switches with separate battery systems for start, navigation and consumption.
 Battery charger with indicator.
 Navigational lights.

NAVIGATION & ELECTRONIC EQUIPMENT:

Electric engine controls. Complete engine instruments with RPM, temperature, oil pressure and voltmeter for start batteries supplied by engine manufacturer.
 Fuel gauge.
 Control panel for all lighting and other electrical equipment.
 1 x magnetic Compass.
 1 x electric horn.

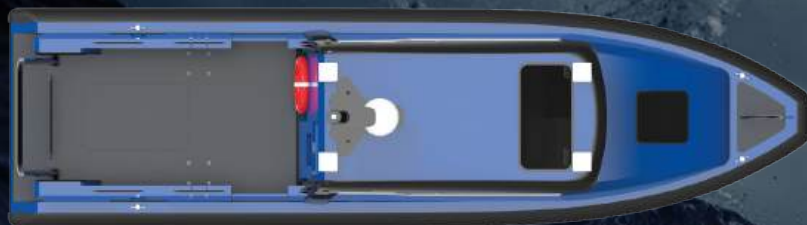
SECURITY EQUIPMENT:

Manual bilge pump, electrical emergency pump.
 Portable fire extinguishers.



PRO:ZERO 10M DC SERVICE BOAT





Design: 2015 | 5000-02-06
Length overall, approx.: 9,86 m
Beam overall, approx.: 2,69 m
Draft: 0,92 m
Engine: 1 x Inboard diesel engine
Drive: 10 persons
Maximum Load: 1.000 kg

OPERATIONAL FEATURES:

Speed (lightweight condition) approx.: 20 kt.
 Endurance: 6 hours, full power.

DESCRIPTION:

The boat has been built to meet the competent authorities requirements.

HULL, DECK AND SUPERSTRUCTURE:

The boat is made of a combination of glass- and carbon fibre as sandwich construction with PVC as core material. This core material acts as a natural buoyancy reserve material, due to its lightweight and zero water-absorption. Moreover, the sandwich construction avoids the use of internal stiffeners, increasing the usable internal space and offers a natural insulation capability, improving the comfort in the cabin and manned compartments.

FENDER:

The fender is constructed of closed cell polyethylene foam. Not deflating with solid core that cannot loose buoyancy or absorb water. Damage is strictly cosmetic keeping crew safe. Fender system absorbs major impacts and retains integrity and shape. The ProZero fenders profile gives substantially more interior room than a comparable RIB.

DECK:

Decks are self-bailing.
 Metallic mooring bollards.
 Large aft working deck with open transom.
 Modular and easy detachable aluminium railings.
 Lashing points on aft deck for equipment.
 Main hatch for engine.
 A-frame for launch and recovery of payload and equipment.
 2 hinged composite doors (1 each side, behind cabin).

CABIN & FORECASTLE:

Hinged door in the aft of the cabin.
 Washbasin.
 WC in forecabin.
 Windshield wiper.
 LED lights in cabin and cockpit.
 Chart table and lamp with white and red light.
 Comfort insulation in the cabin.
 4 x comfort seats for crew.

TECHNICAL:

ENGINES, PROPULSION, STEERING & MANOUEVERING:

1 x inboard diesel engine.
 1 x sterndrive.

TANKS:

Structural diesel tank with hatch and filling protection.
 1 x 50 l fresh water tank.
 1 x 50 l black water tank with odour filter.

ELECTRICAL SYSTEM & LIGHTING:

All electrical wiring in marine cable.
 Shore power with control lamp, marked fuses, earth connection and shore cable.
 24-volt DC system electrical system.
 Main switches with separate battery systems for start, navigation and consumption.
 Battery charger with indicator.
 Searchlight on cabin roof, manually operated.
 Navigational lights.
 Floodlights on the aft deck

NAVIGATION & ELECTRONIC EQUIPMENT:

Electric engine controls. Complete engine instruments with RPM, temperature, oil pressure and voltmeter for start batteries supplied by engine manufacturer.
 Fuel gauge.
 Control panel for all lighting and other electrical equipment.
 1 x magnetic compass.
 1 x electric horn.
 VHF.

SECURITY EQUIPMENT:

Manual bilge pump.
 Electrical emergency pump.
 High water level alarm in bilge.
 Portable fire extinguishers.
 SOLAS compliance equipment.

DELIVERY:

All boats are launched, tested and calibrated and has gone through a scrupulous quality control at the yard in Denmark. Delivery, hand over, test drive and technical review with customer at yard in Denmark. All boats are delivered with a complete owner's manual.



PRO:ZERO 12M DC LIGHT DIVING CRAFT





Design: 2017 | 5000-02-13
Length overall, approx.: 12,15 m
Beam overall, approx.: 2,87 m
Draft, approx. (full load): 0,66 m
Crew: 2 persons
Capacity: 12 persons
Engines: Twin inboard diesel

BENEFITS:

This daughter craft is designed for diving support operations and fast transfer of up to 12 passengers or 1000 kg cargo. The design of the ProZero cabin ensures a huge amount of daylight, this also improves the personal comfort.

OPERATIONAL FEATURES:

Speed: + 23 kt.
 Cargo capacity: 1000 kg.
 Fuel capacity: 500 l.

DESCRIPTION:

The boat has been built to meet the requirements from MCA for workboats operating in areas up category 2 (60nm from shore).

HULL, DECK AND SUPERSTRUCTURE:

It is made from a combination of glass- and carbon fibre as sandwich construction with PVC as core material. The core material acts as a natural buoyancy reserve, due to its lightweight and zero water absorption. The sandwich construction avoids the use of internal stiffeners, increasing exploitation of internal space while working as insulation, improving comfort in the cabin.

FENDER:

The fender is composed of closed cell polyethylene foam. Non-deflating with a solid core that cannot lose buoyancy or absorb water. Damage to the fender is strictly cosmetic keeping crew safe. The fender system absorbs impact protecting the vessel from damaging deformation.

ENGINES, PROPULSION, STEERING etc.:

2 x inboard diesel engines.
 2 x waterjets.
 1 x 4 kVA diesel genset.

DECK:

Deck is self-bailing.
 Storage for mooring equipment.
 4 x mooring cleats.
 Floodlights on deck.
 Aft platform integrated in the transom.
 Foldable diving ladder in the transom.
 A-frame.
 Black anodized aluminium railings.

CABIN & FORECASTLE:

Locker for storage of diving hoses on the aft of the cabin and with access from deck.
 2 Comfort seats for crew.
 Foldable bench for 6 passengers in the cabin.
 Coach for 6 passengers in the forecastle.
 Hinged door in the aft of the cabin.
 Hatch in the forecastle for foredeck access and emergency exit.
 All windows are glued into the structure.
 Windshield wiper with interval relay.
 Hot air blowers to demist and defrost the windows.

TECHNICAL:

TANKS:

2 x structural 250 litre diesel tanks with hatch and filling protection.
 All systems are pressure tested.

ELECTRICAL SYSTEM & LIGHTING:

All electrical wiring in marine cable.
 Shore power with control lamp, marked fuses, earth connection and 20 m shore cable.
 Insulation transformer with earth plate for protection of galvanic corrosion.
 24-volt electrical system.
 Main switches with 2 separate battery systems for start, and navigation.
 Navigational lights.

NAVIGATION & ELECTRONIC EQUIPMENT:

Navigation equipment required by regulations.

SECURITY EQUIPMENT:

1 x manual bilge pump.
 2 x electrical bilge pumps.
 1 x fire extinguisher at helmsman station.
 1 x alarm + Fire/Smoke detector + Fire fighting system in the engine room compartment.
 Life saving equipment according to regulations.

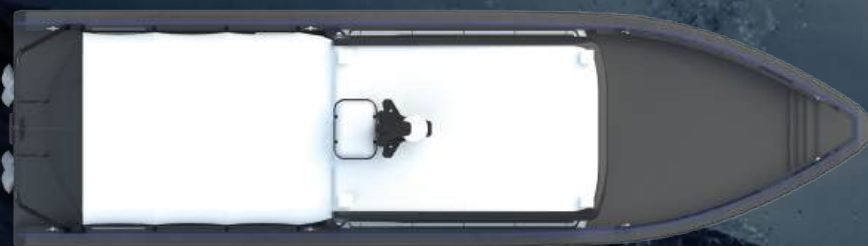
DIVING EQUIPMENT:

3 x 50 l air bottles.
 1 x dive panel.
 3 x 50 m diving hoses + 3 x diving masks.



PRO:ZERO 14 DCW DIVE SUPPORT VESSEL





Design: 2015 | 5000-03-26
Length overall, approx.: 14,00 m
Beam overall, approx.: 3,95 m
Draft, approx.: 0,60 m
Engines: 2 x inboard diesel engine
Drive: 2 x water jet

OPERATIONAL FEATURES:

Speed approx. (cruise): 20kt.
 Range: 150 nm.

DESCRIPTION:

The boat has been built to meet the IACS standard.

HULL, DECK AND SUPERSTRUCTURE:

The boat is made of a combination of glass- and carbon fibre as sandwich construction with PVC as core material. This core material acts as a natural buoyancy reserve material, due to its lightweight and zero water-absorption. Moreover, the sandwich construction avoids the use of internal stiffeners, increasing the usable internal space and offers a natural insulation capability, improving the comfort in the cabin and manned compartments.

DECK:

Deck and cabin are self-bailing.
 Metallic mooring bites.
 Spacious aft working deck.
 Bow transfer area with railing pulpit and ladder.
 Aluminium railings.
 Manually operated A-Frame.
 Lashing points on aft deck for equipment.
 Foldable benches in aft deck sides.
 Foldable diving ladder in the stern.
 Detachable railings in aft deck for canvas deployment.
 Multiple hatches to access to storage and technical spaces below deck, both in aft and fore deck.

CABIN:

Hinged door in the aft of the cabin.
 Hinged door in the front of the cabin.
 Toilet with WC and sink.
 Storage spaces in aft part with access from outside.
 Windshield wiper.
 LED lights in cabin and cockpit.
 Chart table and lamp with white and red light.
 Comfort insulation in the cabin.
 2 x Comfort seats for crew.
 6 x Comfort seats for passengers inside the cabin.
 AC and heating system.

TECHNICAL:

ENGINES, PROPULSION, STEERING & MANOUVERING:

2 x inboard diesel engines.
 2 x water jets.
 2 x independent 3-phase diesel gensets (30kVA approx.).

TANKS:

Structural diesel tanks with hatch and filling protection.
 1 x 100 l fresh water tank.
 1 x 100 l black water tank with odour filter.

NAVIGATION & ELECTRONIC EQUIPMENT:

Electric engine controls. Complete engine instruments with RPM, temperature, oil pressure and voltmeter for start batteries supplied by engine manufacturer.
 Fuel gauge.
 Control panel for all lighting and other electrical equipment.
 1 x magnetic compass.
 1 x electric horn.
 1 x autopilot.
 1 x AIS transponder.
 GPS.
 VHF.

FENDER:

The fender is constructed of closed cell polyethylene foam. Not deflating with solid core that cannot lose buoyancy or absorb water. Damage is strictly cosmetic keeping crew safe. Fender system absorbs major impacts and retains integrity and shape. The ProZero fenders profile gives substantially more interior room than a comparable RIB.

ELECTRICAL SYSTEM & LIGHTING:

All electrical wiring in marine cable.
 Shore power with control lamp, marked fuses, earth connection and shore cable.
 24-volt DC system and 380-volt 3 phase 60 Hz AC system.
 Main switches with separate battery systems for start, navigation and consumption.
 Battery charger with indicator.
 Searchlight on cabin roof, manually operated navigational lights.
 Floodlights on the aft deck

SECURITY EQUIPMENT:

Manual bilge pump.
 Electrical emergency pump.
 High water level alarm in bilge.
 Portable fire extinguishers.

DELIVERY:

All boats are launched, tested and calibrated and has gone through a scrupulous quality control at the yard in Denmark. Delivery, hand over, test drive and technical review with customer at yard in Denmark. All boats are delivered with a complete owner's manual.



PRO:ZERO 15M DCW ROV SUPPORT VESSEL





Design: 2015 | 5000-03-22
Length overall, approx.: 15,00 m
Beam overall, approx.: 3,95 m
Draft, approx.: 1,00 m
Engines: 2 x inboard diesel engines
Drive: 2 x water jets

OPERATIONAL FEATURES

Speed (max): 20 kt.
 Range: 10 hours cruise speed.

DESCRIPTION

The boat has been built to meet the requirements from the pertinent authorities.

HULL, DECK AND SUPERSTRUCTURE:

The boat is made of a combination of glass- and carbon fiber as sandwich construction with PVC as core material. This core material acts as a natural buoyancy reserve material, due to its lightweight and zero water-absorption. Moreover, the sandwich construction avoids the use of internal stiffeners, increasing the usable internal space and offers a natural insulation capability, improving the comfort in the cabin and manned compartments.

DECK:

Black anodized aluminium railings.
 Deck and cabin are self bailing.
 1 composite Mast.
 Stowage for mooring equipment.
 4 Mooring bites.
 2 Reinforced area on deck for installation of the systems for launching and recovery of the ROVs.

CABIN:

2 Comfort seats for crew.
 Hinged door in the aft of the cabin.
 Windshield wiper with interval relay.
 All windows are glued into the structure.
 Lights in cockpit with dual mode white/red light.
 Comfort insulation in the cabin.
 Mess area with L sofa and table.
 Pantry with sink and cooking facilities.
 Multiple storage spaces.
 Dark Control Room for ROV operation.
 Ladder down to forecabin.

FORECASTLE:

2 x Cabins with room for a bunk, desk board and wardrobe.
 1 x Toilet with WC, shower and sink.
 1 x Staircase to access foredeck with enclosed lobby.

TECHNICAL:

ENGINES, PROPULSION, STEERING & MANOUVERING

2 x Inboard diesel engines.
 2 x Water jets.

FUEL TANK:

2 x Structural diesel tank with hatch and filling protection.
 1 x Independent fresh water tank.
 1 x Independent black water tank.

ELECTRICAL SYSTEM & LIGHTING:

All electrical wiring in marine cable.
 Shore power with control lamp, marked fuses, earth connection and 20 m shore cable.
 24-volt electrical system.
 Main switches with separate battery systems for start, navigation and consumption.
 Battery charger with indicator.
 220 V-outlets in cabin.

NAVIGATION & ELECTRONIC EQUIPMENT

Electronic engine controls. Complete engine instruments with RPM, temperature, oil pressure and voltmeter for start batteries supplied by engine manufacturer.
 Fuel gauge.
 Control panel for all lighting and other electrical equipment.
 1 x Magnetic Compass.

SECURITY EQUIPMENT:

1 x Manual bilge pump.
 2 x Electrical emergency pump in bilge, manual start, in the bilge and in the engine room.
 1 x Fire extinguisher at helmsman station.
 1 x Automatic Fire fighting system in the engine room

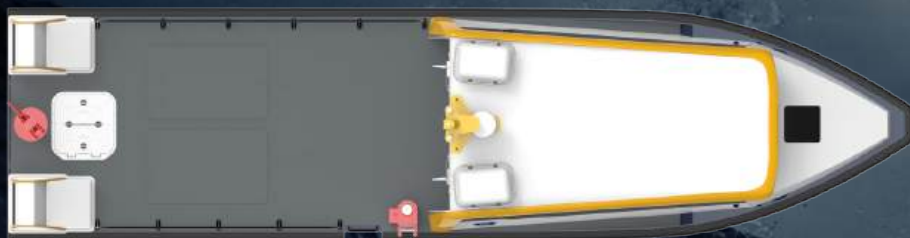
DELIVERY:

All boats are launched, tested and calibrated and has gone through a scrupulous quality control at the yard in Denmark. Delivery, hand over, test drive and technical review with customer at yard in Denmark. All boats are delivered with a complete owner's manual.



PRO:ZERO 15M DCW ROV SERVICE BOAT





Design: 2017 | 5000-03-59
Length overall, approx.: 14,97 m
Beam overall, approx.: 3,85 m
Draft, approx.: 0,80 m
Capacity: 4 persons
Maximum load: 3.000 kg
Engines: 2 x inboard diesel
Drive: 2 x Fixed pitch propeller

BENEFITS:

The design of the ProZero cabin ensures a huge amount of daylight, this also improves the personal comfort.

OPERATIONAL FEATURES:

Speed (max, lightweight): 35 kts.
 Fuel capacity: 500 l.

DESCRIPTION:

The boat has been built to meet the requirements from the competent authorities.

HULL, DECK AND SUPERSTRUCTURE:

The boat is made of a combination of glass- and carbon fibre as sandwich construction with PVC as core material. This core material acts as a natural buoyancy reserve material, due to its lightweight and zero water-absorption. Moreover, the sandwich construction avoids the use of internal stiffeners, increasing the usable internal space and offers a natural insulation capability, improving the comfort in the cabin and manned compartments.

FENDER:

The fender is built from a hard rubber holed D profile fender, running all around the sides and the bow.

Additionally, there is on the starboard side a fender underwater to protect the hull.

DECK:

Deck is self-bailing.
 Large working aft deck.
 1 x 5 Tm Hydraulic crane.
 1 x 1,0 Tn Hydraulic capstan.
 1 x Door openings with ladder to waterline on sb side.
 6 mooring cleats.
 Black anodized detachable aluminium railings.
 Storage compartment below deck in the aft for high pressure cleaning machine and hoses.

CABIN & FORECASTLE:

Toilet with WC and washbasin.
 Pantry with sink, fridge and microwave.
 Mess area.
 Dressing room.
 Locker with access from main deck.
 2 x Watertight hinged doors in the aft of the cabin.
 Ladder from cabin to forecastle.
 3 x Comfort seats for crew.
 1 x Bench for 2 persons.
 2 x Bunks in the forecastle (3rd bunk optional).
 Defrost system for windows with hot air blowers.
 All windows are glued into the structure.
 LED lights in cabin, cockpit and forecastle.
 Comfort insulation in the cabin.
 Diesel heater.

TECHNICAL:

ENGINES, PROPULSION, STEERING etc.:

2 x 625 hp inboard diesel engine.
 2 x Fixed pitch propeller.
 1 x 15 kVA diesel generator.
 1 x hydraulic pump coupled to the SB engine.
 1 x high pressure pump coupled to the SB engine.
 1 x flushing pump coupled to the PS engine with outlet in the main deck.

TANKS:

Structural diesel tanks with 5.000 l capacity.
 Structural fresh water tanks with 500 l capacity.
 1 x 100 l fresh water tank for consumption.
 1 x 100 l dark water tank with odourless filter.
 1 x 20 l hot water thermos.
 1 x hydraulic tanks.

ELECTRICAL SYSTEM & LIGHTING:

All electrical wiring in marine cable. Power with control lamp, marked fuses, earth connection. Insulation transformer with earth plate for protection of galvanic corrosion.
 24V DC, 240V 2-phase AC electrical system.
 El. DC and AC outlets in, cabin, forecastle and main deck (protected)
 Main switches with separate battery systems for start, navigation and consumption.
 Battery charger with indicator.
 1 x searchlight on cabin roof, manual operated.
 Navigational lights.
 Multiple floodlights on the working deck.

NAVIGATION & ELECTRONIC EQUIPMENT:

Complete engine instruments supplied by engine manufacturer.
 Control panel for all lighting and other electronic equipment.
 1 x fixed VHF.
 1 x magnetic compass.

SECURITY EQUIPMENT:

Bilge pumps.
 Automatic fire extinguisher system in engine room.



PRO:ZERO 14M CATAMARAN





Design: 2016 | 5000-06-05
Length overall, approx.: 13,60 m
Beam overall, approx.: 6,81 m
Capacity: 4 persons
Maximum load: 5.000 kg
Engines: 2 x inboard diesel

BENEFITS:

The design of the ProZero cabin ensures a huge amount of daylight, this also improves the personal comfort.

OPERATIONAL FEATURES:

Speed (cruise): 10 kt.
 Fuel capacity: 2.500 l.

DESCRIPTION:

The boat has been built to meet the requirements from the competent authorities, and features a redundant propulsion and redundant hydraulic system.

HULL, DECK AND SUPERSTRUCTURE:

The boat is made of a combination of glass- and carbon fibre as sandwich construction with PVC as core material. This core material acts as a natural buoyancy reserve material, due to its lightweight and zero water-absorption. Moreover, the sandwich construction avoids the use of internal stiffeners, increasing the usable internal space and offers a natural insulation capability, improving the comfort in the cabin and manned compartments.

FENDER:

The fender is built from a hard rubber D profile fender forming a double line in boat sides with several vertical stripes in between. There is also several vertical stripes protecting the transom and a single line in the bow.

Additionally, there is on the starboard side a fender underwater to protect the hull.

DECK:

Equipped for single point lifting hook. Deck and cabin are self-bailing.
 Large working aft deck.
 Wet forecastle for main deck weather protection.
 1 x 23 Tm Hydraulic knuckle crane.
 1 x Hydraulic winch.
 2 x Hydraulic capstans in starboard side.
 2 x Door openings with ladder to waterline in sb side.
 1 x Towing hook with automatic release mechanism.
 Secondary steering station in aft deck console.
 8 mooring bites.
 Black anodized aluminium railings.

CABIN & FORECASTLE:

Toilet with WC and washbasin.
 Workshop with direct access from deck.
 Mess table and benches for 4 persons.
 Pantry with sink, fridge and microwave.
 1 x pilot seat.
 Hinged door in the aft of the cabin.
 Defrost system for windows with hot air blowers.
 All windows are glued into the structure.
 LED lights in cabin and cockpit.
 Comfort insulation in the cabin.

TECHNICAL:

ENGINES, PROPULSION, STEERING etc.:

2 x 330 hp inboard diesel engines.
 2 x fixed pitch propellers.
 2 x hydraulic bow thrusters.
 2 x hydraulic pumps coupled to main engines
 1 x independent 20 KVA genset in PS hull.
 1 x high pressure water pump coupled to main engine and with outlet in main deck.
 1 x hydraulic compressor with outlet in workshop.

TANKS:

Structural diesel tanks with 2.500 l capacity.
 Structural fresh water tanks with 3.000 l capacity.
 1 x 100 l fresh water tank for consumption.
 1 x 100 l dark water tank with odourless filter.
 1 x 20 l hot water thermos.
 2 x hydraulic tanks (1 in each hull).

ELECTRICAL SYSTEM & LIGHTING:

All electrical wiring in marine cable. power with control lamp, marked fuses, earth connection.
 Insulation transformer with earth plate for protection of galvanic corrosion.
 24V DC, 240V 2-phase and 400V 3-phase AC electrical system.
 El. DC and AC outlets in workshop, cabin and main deck (protected)
 Main switches with separate battery systems for start, navigation and consumption.
 Battery charger with indicator.
 1 x searchlight on cabin roof, manually operated.
 Navigational lights.
 Multiple floodlights on the working deck and sides.

NAVIGATION & ELECTRONIC EQUIPMENT:

Complete engine instruments supplied by engine manufacturer.
 Control panel for all lighting and other electronic equipment.
 1 x fixed VHF.
 1 x magnetic compass.

SECURITY EQUIPMENT:

Bilge pumps.
 Automatic fire extinguisher system in engine rooms.



PRO:ZERO 14,95M CATAMARAN





Design: rev. 25-04-17 | 5000-06-11
Length overall, approx.: 14,95 m
Beam overall, approx.: 7,80 m
Draft (full load), approx.: 1,40 m
Capacity: 6 persons
Engines: 2 x inboard diesel
Speed: + 25 kts

BENEFITS:

The design of the ProZero cabin ensures a huge amount of daylight, this also improves the personal comfort.

OPERATIONAL FEATURES:

Speed (max): +25 kt.
 Speed (cruise): 15 kt.

DESCRIPTION:

The boat has been built to meet the requirements from the competent authorities, and features a redundant propulsion and redundant hydraulic system.

HULL, DECK AND SUPERSTRUCTURE:

The boat is made of a combination of glass- and carbon fibre as sandwich construction with PVC as core material.

This core material acts as a natural buoyancy reserve material, due to its lightweight and zero water-absorption. Moreover, the sandwich construction avoids the use of internal stiffeners, increasing the usable internal space and offers a natural insulation capability.

FENDER:

The fender is built from a hard PUR rubber and has a D profile with a dimension of approx. 150 x 150 mm.

The fender is laid in a double line on the sides plus a single line in the front plus several vertical stripes in the transom.

Additionally, there is on the starboard side a fender underwater to protect the hull.

DECK:

Deck and cabin are self-bailing.

Large working aft deck.

Wet forecastle for main deck weather protection.

1 x 36,5 Tm Hydraulic knuckle crane

2 x 2 Tonnes Hydraulic capstans in starboard side.

2 x Door openings with ladder to waterline in each side.

8 mooring cleats.

Black anodized aluminium railings.

CABIN & SUPERSTRUCTURE

1 x Toilet with WC and washbasin with access from both main deck and from accommodation.

1 x Workshop.

1 x Changing room.

1 x Storage compartment.

Pantry with sink, fridge and microwave in the cabin.

1 Mess are and couch for 4 persons in the cabin.

1 x pilot comfort seat.

Defrost system for windows with hot air blowers.

All windows are glued into the structure.

LED lights in cabin and cockpit.

Comfort insulation in the cabin.

TECHNICAL:

ENGINES, PROPULSION, STEERING etc.

2 x Inboard diesel engines.

2 x Fixed pitch propellers.

2 x Hydraulic bow thrusters.

2 x Hydraulic pumps coupled to main engines.

1 x Flushing pump coupled to one ps engine.

TANKS:

4 Ballast tanks with a combined capacity of 20m³ used for higher crane capacity operations.

Structural diesel tanks with 2.500 l capacity.

1 x 1.500 l fresh water tank for consumption.

1 x 200 l dark water tank with odourless filter.

1 x 100 l hot water thermos.

1 x hydraulic tank.

ELECTRICAL SYSTEM & LIGHTING:

All electrical wiring in marine cable. power with control lamp, marked fuses, earth connection.

Insulation transformer with earth plate for protection of galvanic corrosion.

24V DC and 240V 2-phase El. System.

1 x searchlight on cabin roof, manually operated.

Navigational lights.

Multiple floodlights on the working deck and sides.

NAVIGATION & ELECTRONIC EQUIPMENT:

Complete engine instruments supplied by engine manufacturer.

Control panel for all lighting and other electronic equipment.

1 x fixed VHF.

1 x magnetic compass.

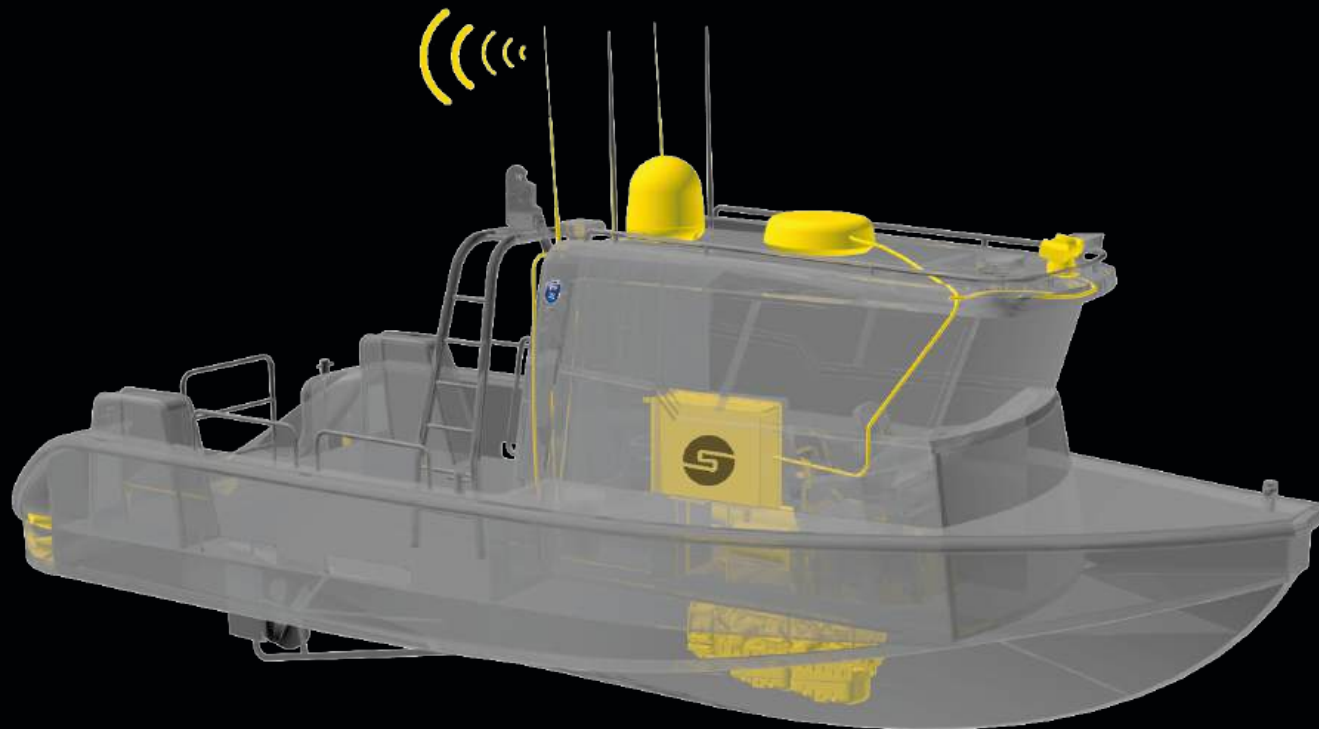
SECURITY EQUIPMENT:

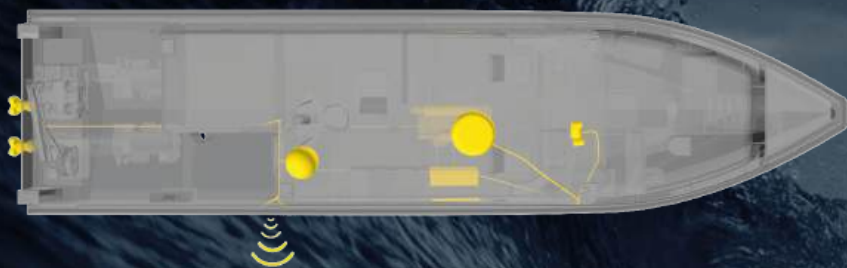
Bilge pumps.

Automatic fire extinguisher system in engine rooms.



AUTONOMOUS CONTROL SYSTEMS FOR WORK BOATS



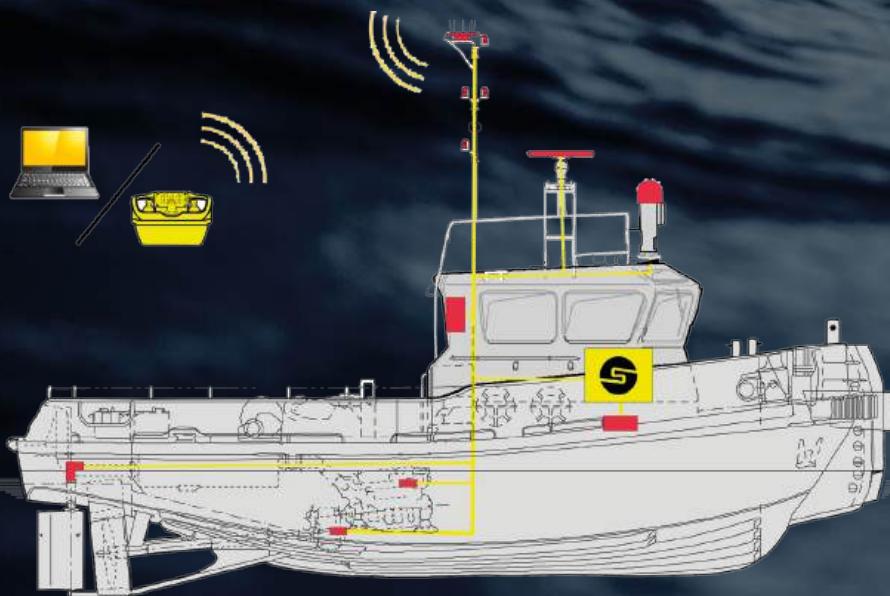


THE FUTURE IS NOW

Sea Machines Robotics of the USA & TUCO Marine Group have partnered to be the first European provider of autonomous & remote control vessel systems for modern workboats.

THE BENEFITS

- Increases the performance, efficiency, and capability of your fleet.
- Let the work boat do the work and save personnel for other duties.
- Control vessels & receive data from safety & comfort of a mothership or shore.



SEA MACHINES PROVIDES:

RC-NXT SYSTEM

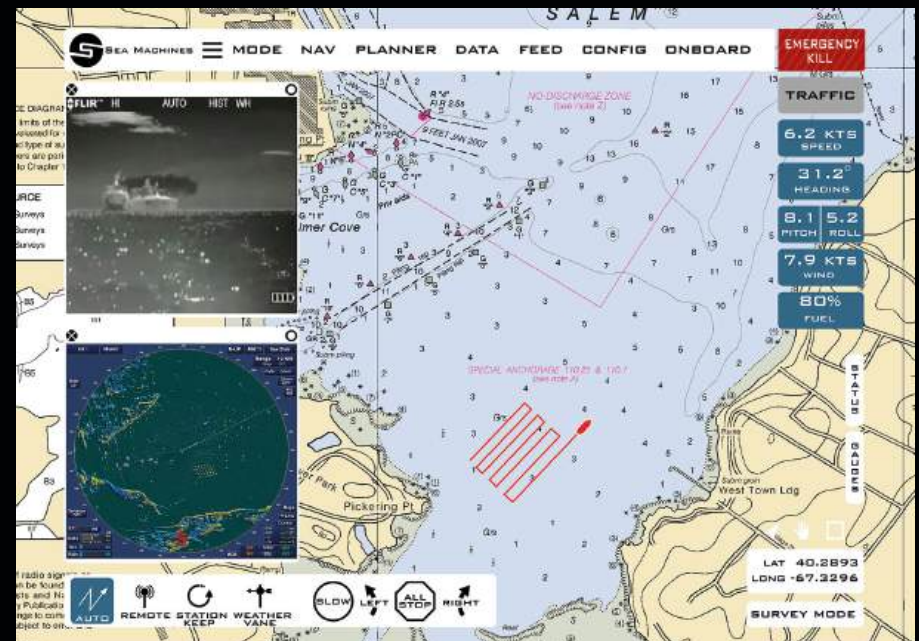
Sea Machines' RC-NXT Remote Command System enables conventionally piloted vessels to be controlled remotely using an industrial-hardened onboard PLC & wireless joystick controller.

This system is ideal for improving control, situational awareness, safety of personnel, and efficiency by providing the ability to pilot a vessel from a location that is best suited for the operation, which is not always the pilot house.

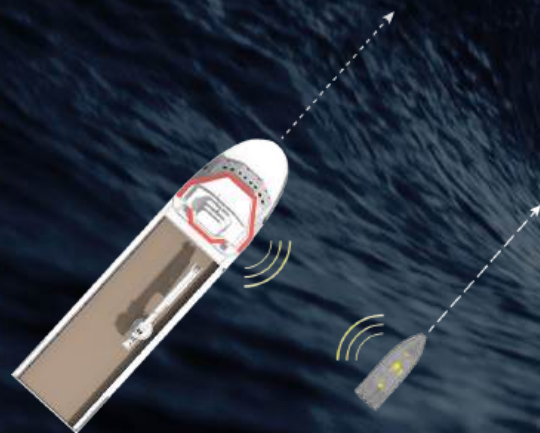


DP-NXT SYSTEM

Sea Machines' DP-NXT Autonomous Control System is an advancement of RC-NXT that upgrades conventional vessels to do task-based operations using a reduced or zero onboard crew. Empower your boats with Autonomy and enjoy the many benefits of this advanced technology.



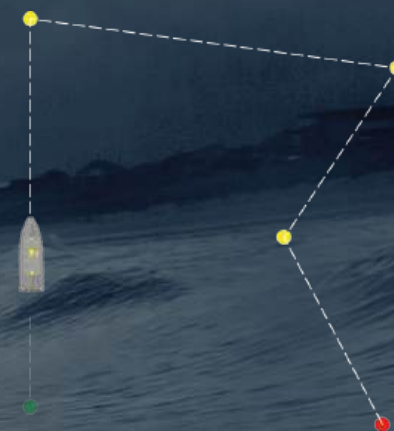
WHAT CAN AUTONOMOUS UNMANNED SYSTEMS DO FOR YOU?



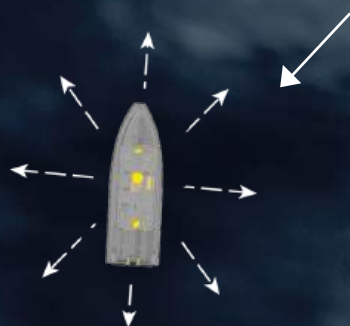
Collaborative Following



Survey Operations



Waypoint Following



Station Keeping

