

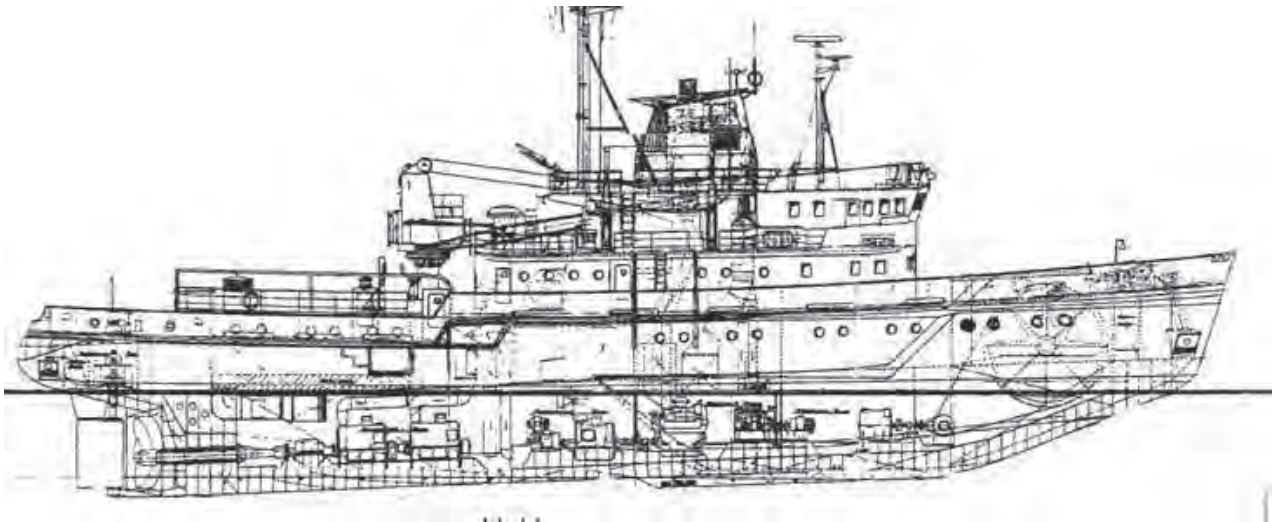


MV „ANSCHÜTZ“ FOR SALE

Former special purpose vessel of German maritime authorities
for employment or conversion as
research vessel, support vessel for offshore windfarms,
diver base vessel, as guard vessel or as explorer-yacht



ARCHIVE PHOTO



Original Mission

The ship was built 1968 at the Norderwerft in Hamburg. The original mission was to degauss other vessels afloat to secure them against possible magnet mines in the Baltic Sea. During wintertime she also should work as icebreaker.

Effective Operation

As degaussing vessel she never was used. After few years the whole mobile equipment was handed over to the German Navy. From then she operated simply as icebreaker and as there were very few winters seeing ice at the German coast she generally was mobilized only between December and March and operated until now not more than about 11.000 hours.

Research Project Thyssen Waas Bow

Since the ship was rarely employed in 1982 she was made available to a research project on behalf of the German Ministry for Research. Parties involved were HSVA (research center for ship design), Thyssen Krupp, Jastram, German Ministry for Traffic and others. Under the direction of Dipl. Ing. Waas a special bow was designed to test new methods of icebreaking. This new bow was added to the old bow without modifying the latter to guarantee a simple way of rebuilding.

General Overhaul after Fire

Also this operation was only of short duration. After first trials the ship caught fire starting in the engine room and was towed back to the shipyard. Repairs took about one year: Every system was undertaking a general overhaul by the original manufacturer or was substituted by new products. Furthermore the bridge and some parts of the accommodation were renewed. Since that time the main engines operated not more than 1.500 running hours.



The Vessels Potential concerning new Operations or Conversions

The ship comes with 15 in parts large cabins for about 28 crew or guests, 2 messrooms, adequate showers and toilets, a large bridge, free space on deck and a 3t /10m crane.

Her cort nozzle gives her a bollard pull of 38t. She is seaworthy for high seas and with high iceclass ready for expeditions. Her threequarter deck supplies a freeboard of abt. 3,20m and provides her with excellent stability supported by a draft of 4,75m. An electric hydraulic bulkhead locking system on two decks generates high safety in addition.

Her speed is originally abt. 14,0kn - with Thyssen Waas Bow reduced to 12,0kn.

Due to her high iceclass she is very solid constructed and her hull possesses major reserves. Last ultrasoundings in autum 2013 showed plate thickness close to origin.

The Thyssen Waas Bow was added on top on the old bow. Latter is kept in origin state. Only very few small openings for cables and pipes were installed. It was planned from the first beginning to make the rebuilding easily possible.

Depending on the new operation it is to discuss to keep or to get rid of the bow. With Thyssen Waas Bow she has a much better performance than other vessels concerning rolling and is very useful while at anchor or standby idling (Accomodation and workshop vessel at sea, diver basic vessel etc.). Another idea could be a heli deck on top or use of the large bow leewards for docking of smaller vessels.

Latter would also be possible at the stern. The stern was constructed very strong in order to tow other vessels in direct contact through the ice.

In the large forecastle is situated one of the worlds largest out of balance devices designed to assist icebreaking. Dismantling creates a nearly empty bow and empty forecastle. Space enough for additional accomodation or cargo hold.

In the forecastle still exists the foundation and wiring of the dismantled front crane and can be used for new equipment.

The aft deck provides free space for any kind of new operation. On portside assists a crane with 5t at 6m / 3t at 10m .

All things considered the vessel is not the youngest but in good condition and waiting for new duties. Also a valuable base for various kinds of conversion projects.

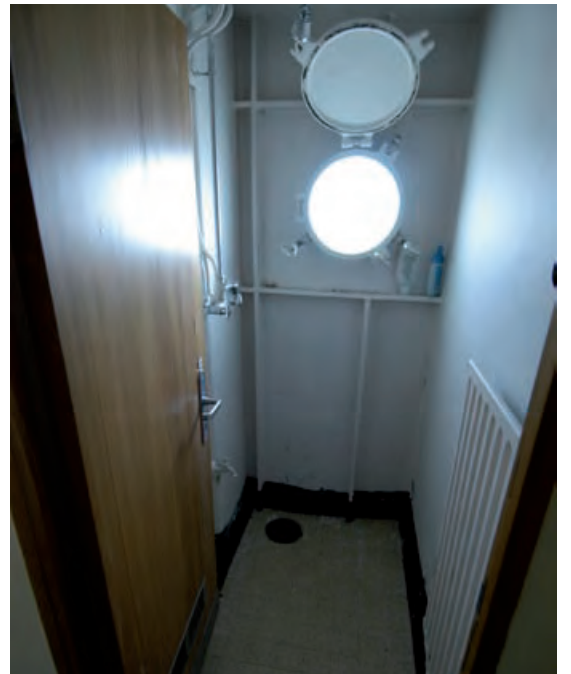
SPECIFICATIONS	
Type:	Degauss Vessel / Icebreaker
Date of Built:	1968 Hamburg, Norderwerft
Rebuilt:	1982 Emden, Thyssen Nordsee W.
IMO Number:	6705949
Call Sign:	DBLZ
Classification:	GL 100 A4 E3 Icebreaker / expired
Tonnage:	GT : 940
	NRT :282
Last Dry Docking	November 2013
Dimensions:	Length over all: 56,05m
	Length CWL: 53,27m
	Beam: 13,24m
	Max.Draft: 4,75m
Bunkers:	F.O. Cap.: abt. 105.0 cbm
	F.W. Cap. : abt. 18.0 cbm
	Blackwater Cap.: abt. 18.0 cbm
	Ballastwater: abt. 70.0 cbm
	FF-Foam Cap.: abt. 10.0 cbm
Propulsion:	Diesel-Electric
Main engine :	3 x MTU / Maybach each 855 KW at RPM 1500
Aux Engines/Gen.:	2 x KHD F6M716 a 110 KW
	1 x KHD A4M514 a 31 KW
Speed:	14,0 kn / 12,0 kn with Thyssen Waas Bow
Propeller :	FPP Diameter 3,25m in Cort Nozzle
Steering Gear	AEG electro hydraulic system
Deck Equipment:	1 Crane aft 5t at 6m / 3t at 10m
	1 Windlasses foredeck / 2 Anchors
	1 Windlass aft / 1 Anchor
	1 Tow winch 38 t bollard pull
	1 FiFi Pump 100m3/h + Foam/Water Gun
	1 Out of Balance Device for Icebreaking
Accommodation:	abt. 28 Men in 15 cabins
	2 Messrooms



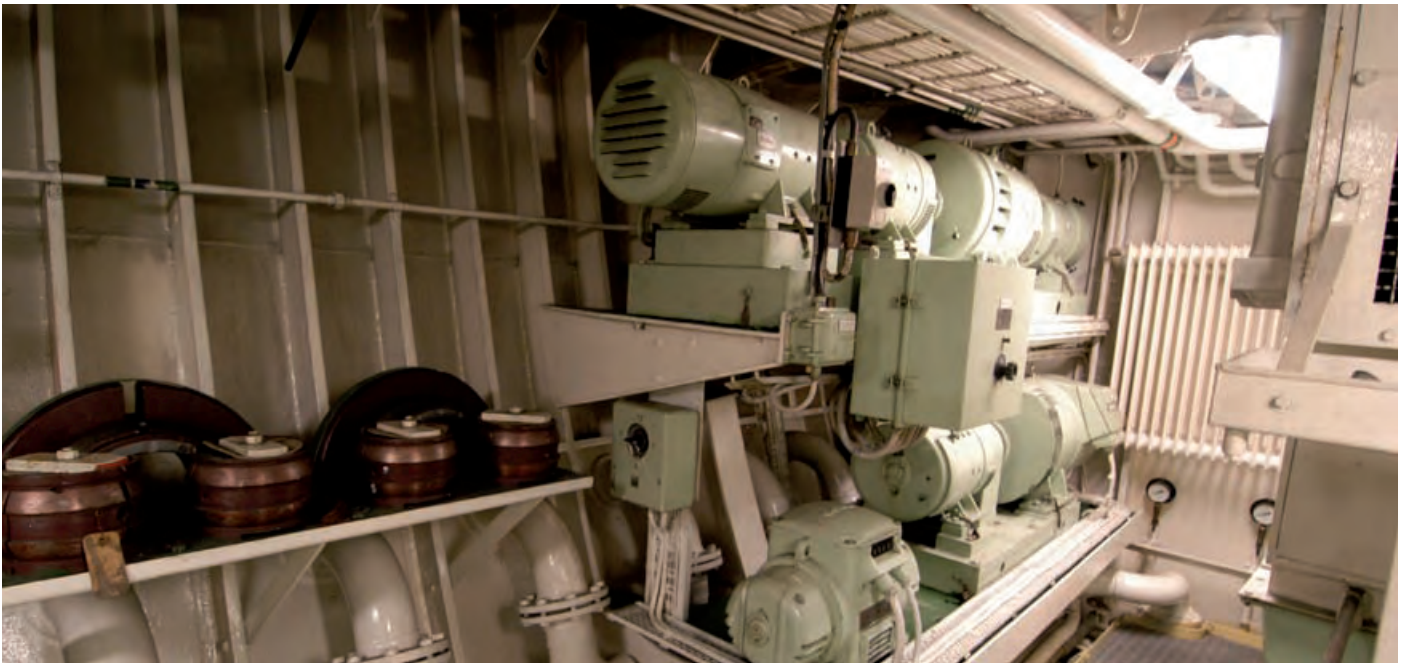










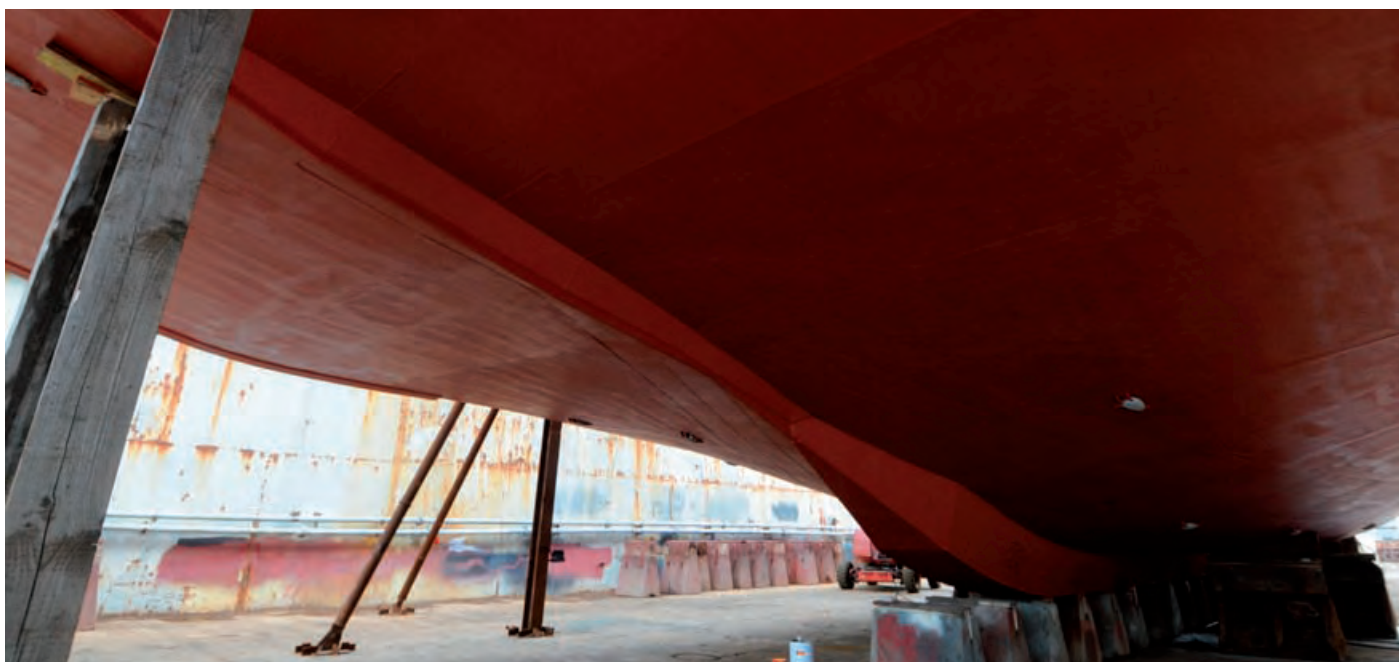
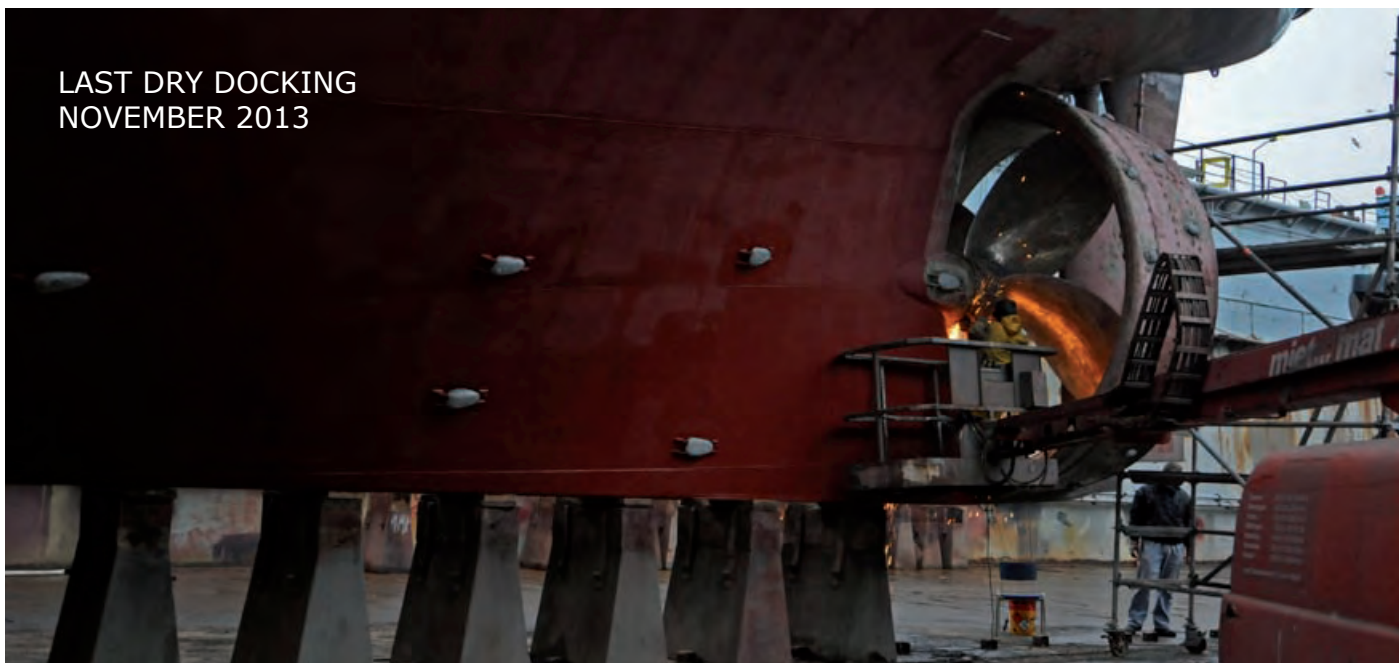




LAST DRY DOCKING
NOVEMBER 2013



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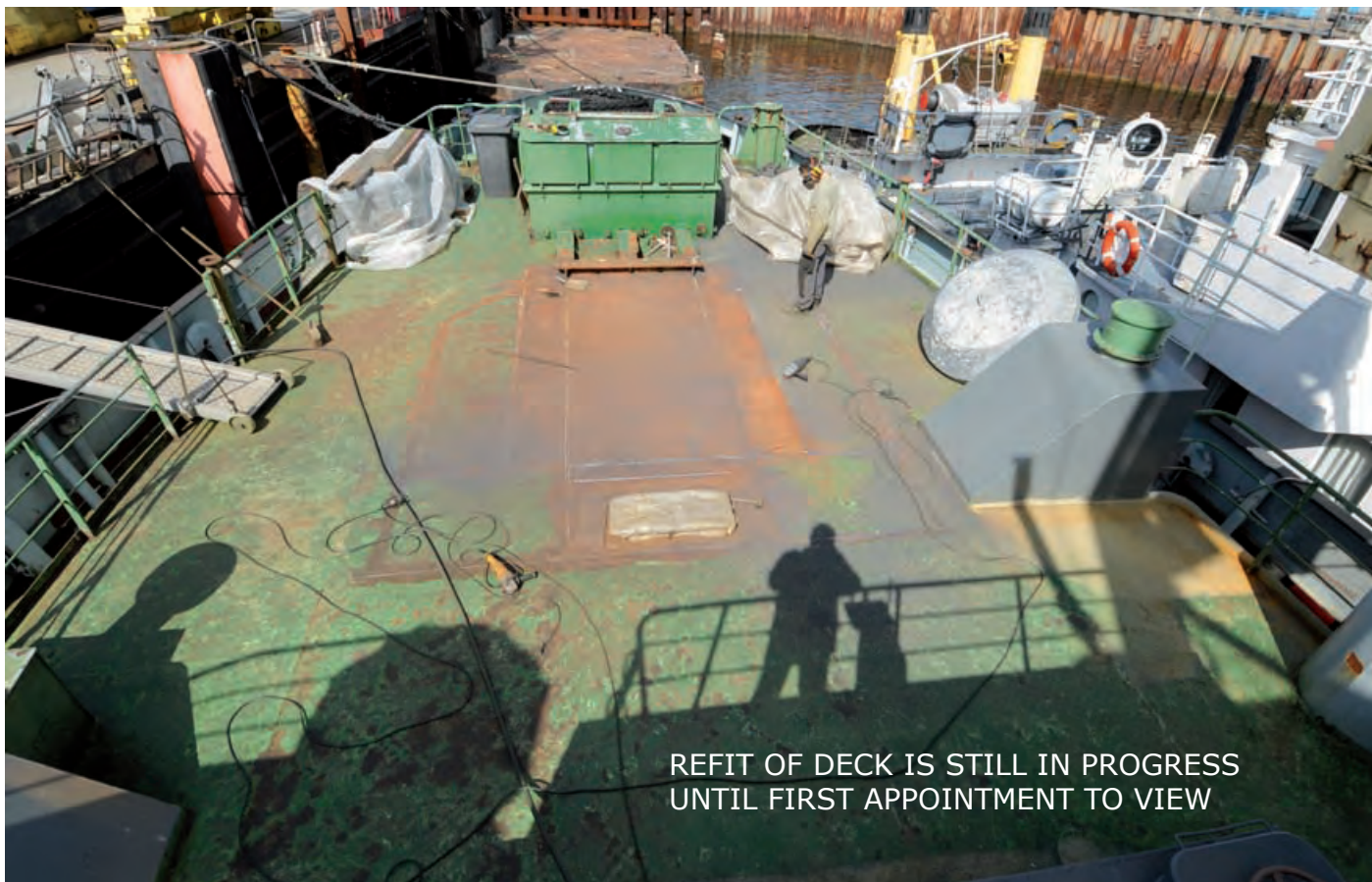




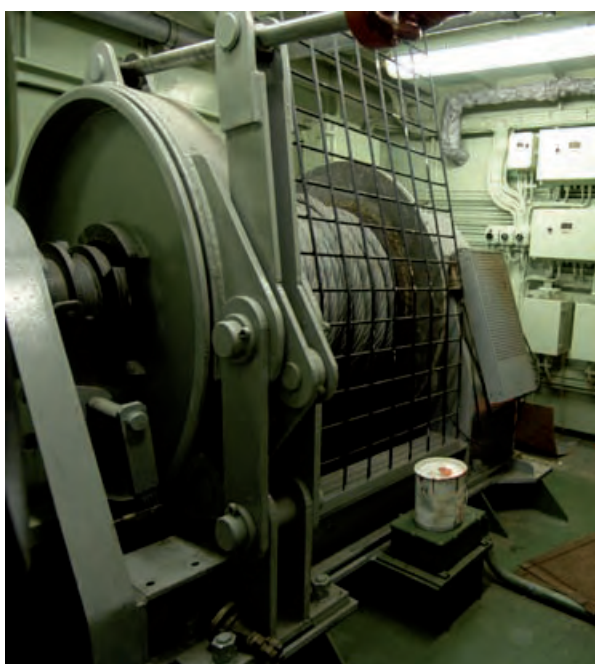
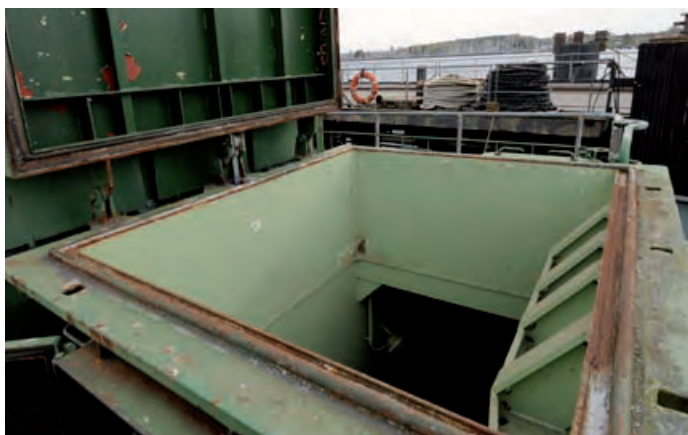
LAST DRY DOCKING
NOVEMBER 2013



HULL COVERED WITH SPECIAL
HOT EPOXY FOR ICE BREAKING



REFIT OF DECK IS STILL IN PROGRESS
UNTIL FIRST APPOINTMENT TO VIEW







ARCHIVE PHOTOS



