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Kolobrzaska Zegluga Pasazerska
 Spolka z ograniczona odpowiedzialnoscia

Kolobrzeg's Passenger Shipping
 Company Ltd.

POLAND

Adres do korespondencji:
 78-104 Kolobrzeg 6 POLAND
 skr. poczt. nr 1

Kolobrzeg, 20.08.2003 r.

**We hereby inform You, that we have for sale:
HYDROFOIL TYPE KOLKHIDA**



Type	Hydrofoil sea-going passenger vessel
Name	DELFIN I
Class	The vessel was built in compliance with the rules and under the supervision of the Russian Maritime Register of Shipping and has got the class type: KM <input type="text" value="2"/> A 2 C II K/ Passengers Hydrofoil Craft. Reclassified by Polish Register of Ships in 14.06.1999 and got the class type: KM PASSENGERS SHIP II <input type="text" value="2"/> Area of navigation: 50 Nautical Miles from place of refuge. Weather conditions: sea state not greater than 3B, wind force not greater than 5B
Flag	Polish
Gros/ Net	130/ 39
Dimensions	Loa x B x H above water (foilborne)/ H above water (floating) x T (foilborne)/ T (floating) 34,5 x 10,3 x 10,8 / 8,9 x 1,9 / 3,5
Full displacement	72 ts

Foilborne speed	35 Kns
Passenger capacity	124 persons
Crew	6 persons
Specification	<p>DELFIN I is built in conformity with passengers class requirements to high-speed vessels. A ship of this type (a sea-going passenger hydrofoil) is designed to provide regular services in areas of tropical or moderate climate, in the high seas up to fifty miles of a port of refuge, as well as in inland seas or large lakes up to 100 miles where distance between two ports of refuge does not exceed 200 miles. The vessel has excellent properties of maneuverability. Its ability to operate under severe weather conditions with waves up to 2,0 m high foilborne or up to 3,0 m high hullborne and winds up to Force 5 allows for its use in most areas of the world. Fuel stock suffices for a sailing range at least 200 miles, foilborne. The main engines are two MTU-made 12 V 396, twelve-cylinder, V-shaped, four stroke, single-acting, gas-turbine supercharged with total power of 1920 kW at 1700 rpm. The hull and superstructure are made of aluminium-magnesium alloy. They are welded with use of panels, plates and sections. A particular feature of this vessel lies in the availability of an automatic stability augmentation system stabilizing the craft on rough seas.</p>
Main engines	2 x MTU 12V396 diesels (Germany), total power (one engine) 960 kW
Port of registry	Kolobrzeg
IMO No	8862911
Year of built	1987 Poti, Georgia
Call sign	SPS 2303
Auxiliary engine	4,5 kW (24V)
History	<p>In 1998 vessel was bought from Russia. In 2001 after exchange of silencers she have been examined by Danish Maritime Authority and got permit to operate [as HSC regular line] on Danish port Nexø [Bornholm]. In 2003 both engine was overhauled according with MTU instruction-overhaul type-W6. Working hours about -100 after W-6 Last annual survey – 24 April 2003. Class certificate is valid until – 14 June 2004. The ship is equipped with necessary spare parts:</p> <ul style="list-style-type: none"> - propellers – 2 - shaft – 1 - cradle – 1 - turbine – 1 - clutch Vulcan type – 1 - technical documentation and other. <p>Navigation and safety equipment according with SOLAS, radio equipment according with GMDSS A 1 region.</p>
Price	270.000 Euro FOB Kolobrzeg



