



Leemar Group

Custom Workboats

Catalogue



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Leemar Group is a multi-disciplinary group with subsidiary companies operating in the United Kingdom and various West African countries. The group has an established infrastructure in Nigeria, Ghana, Guinea Conakry, Angola and Benin employing some 120 staff.

The personnel and facilities at our disposal have had a constant presence of over 35 years in the sub region amassing a wealth of experience and a keen understanding of local requirements.

From its origins the group concentrated mainly on the maritime industry:

- Marine Consultants
- Port Operation Consultancy
- Hull, Machinery & Cargo Surveyors
- Establishing Law Enforcement Organic Units
- Infrastructure of water transportation, safety of water transportation and Search and Rescue (S.A.R.)
- Pollution monitoring and Control

In 2017 the Leemar Group Custom Workboats brand was created, a boutique Shipyard in Turkey and the UK dedicated to the design and manufacture of Vessels from High-Density Polyethylene (HDPE).

Our design service works closely with the client to achieve a suitable bespoke solution factoring operational requirements, budget, training level, local conditions and maintenance culture.

The Main Advantages of HDPE Vessels

1. No Corrosion: HDPE is not affected by salt.
2. High Impact Resistance.
3. UV Resistance.
4. Lighter than water.
5. Minimal marine growth on the hull.

This advantage adds up to a critical mass and giving one great benefit to the vessel's owner/operator

Almost Zero Maintenance to the Vessel's Hull

Our services include:

Design and build of:

High Speed Patrol Vessel.
Ferries.
Ambulance Boats. Pollution
Control Vessels. Search and
Rescue Vessels. Maritime
Training.

Our Clients

- Ports Authorities
- Marine Police
- Flag State Authority
- Industrial and Private sector
- Customs Forces
- Immigration Services
- Homeland Security

Patrol Vessel / Mother Ship- Mersey Class



MAIN PARTICULARS:

Length (LOA) : 23,4 m

Beam : 5,2 m

Draft : 0,85 m

Capacity : 3 + 12 pax

Load capacity : 2 tons

Propulsion : Twin Inboard Diesel and Waterjet

Range : 450+ nm

Power on board : 12V / 220V and shore connection

[QR code to video](#)



CONSTRUCTION AND LAYOUT:

The boat is totally HDPE (High Density Polyethylene) by way of a special welding processes. It has double bottom hull and main side pipes are filled with polystyrene blocks. The hull is strengthened making the vessel unsinkable with this type of construction. HDPE does not need any maintenance or coating.

The wheel house has all around angle of vision and is located at front part of the main deck with a seating capacity for three three. Entrance to the main cabin is from the aft side. Total seating capacity of the cabin is twelve pax (excluding three boat crew) with Pullman type seats. There are five bedrooms with ten bunks, toilet, shower and a small pantry with sofa in the crew mess. Closed spaces are covered with insulated accommodation panels. Main deck is composed of special nonslip HDPE plates.

Boat has rubber fender all around making it easy to berth. There are stainless steel safety hand rails at fore and aft.

CLASSIFICATION, REGULATION & CERTIFICATES:

- ☐ International Convention for the Safety of Life at Sea (SOLAS) 1974
- ☐ International Loadline Convention 1966 and other applicable IMO standards

TECHNICAL SPECIFICATION:

Propulsion System :

Engine : Nanni Diesel N13.930 CR3

Engine Displacement : 12,7 liters (each)

Power : 2 x 930 HP @ 2300 rpm

Waterjets : Alamarin – Ω 42

Gear box : ZF 501

Gear box ratio : 1,15 : 1

Max. Speed : 34 - 36 knots

Cruising speed : 18 - 20 knots

Fuel Consumption : 260 - 300 lt/hr @ cruising speed

Range : 450+ nm @ cruising speed

FRC (Fast Rescue Craft) :

This boat will be placed in a sliding cradle on rear deck.

Length : 7,5 m

Beam : 2,4 m

Propulsion : Outboard engine

Power : 2 * 150 HP

Cabin equipment and accommodation:

- ☐ 3 + 12 Pullman type seat (with safety belts) for boat crew and passengers
- ☐ 10 banks at 5 rooms for crew
- ☐ Shower and toilette
- ☐ Pantry (Microwave, fridge, wash basin, electrical oven)
- ☐ Accommodation and isolation panels
- ☐ Aluminium frame windows (marine grade, with tempered glass)
- ☐ Aluminium door (marine grade)

Communication and Navigation:

- ☐ 48 nm open array Radar antenna (Simrad)
- ☐ 2 piece of GPS antenna (Simrad)
- ☐ 2 pieces of 12" LCD screens (Simrad)
- ☐ 2 sets of VHF
- ☐ 2 pieces of portable VHF
- ☐ AIS B-class
- ☐ Magnetic compass with light
- ☐ Flir M324 thermal camera with gyro stabilizer

Electrical equipment

- ☐ 2 sets of CAT C2.2 marine generator , 16 kW @ 1500 rpm
- ☐ Marine battery bank (4 batteries for engine start, 1 battery for genset, 2 batteries for service, 2 batteries for navcom equipment)
- ☐ All navigation lights according to COLREG
- ☐ Strobe light and siren system
- ☐ Double electrical navigation horn
- ☐ 250 liters capacity fridge
- ☐ Hotplate
- ☐ Microwave oven
- ☐ 3 pieces of Battery charger (12VDC-40A)
- ☐ 2 pieces of Electrically controlled search light
- ☐ Electrical windlass for anchor
- ☐ Deck winch for FRC
- ☐ Fire and bilge alarm system

- ☐ Wiper

Heating, Ventilating and Air-conditioning system

- ☐ Split type air conditioning system, 4*36.000 btu
- ☐ Four ventilator fans for engine room

Tanks and pumps

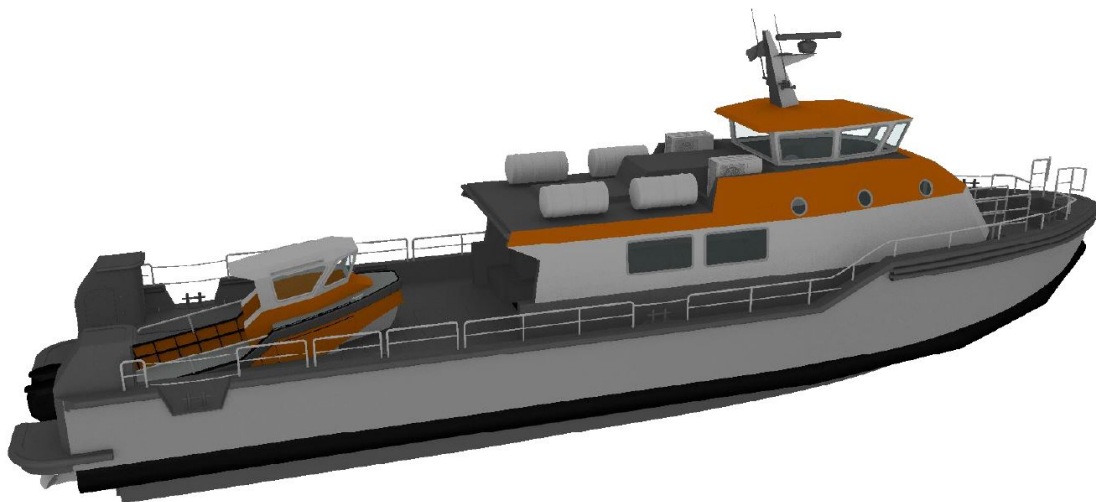
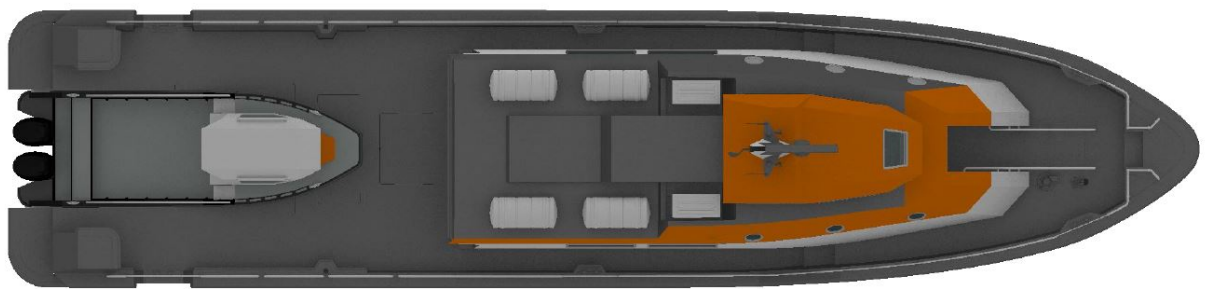
- ☐ HDPE fuel tanks (4 x 1200 liters)
- ☐ HDPE fresh water tank (500 liters)
- ☐ HDPE gray water tank (300 liters)
- ☐ HDPE black water tank (300 liters)
- ☐ HDPE bilge pump (100 liters)
- ☐ Manual bilge pump
- ☐ Electrically driven fire pump
- ☐ Bilge pumps (4 pieces)

Deck equipment

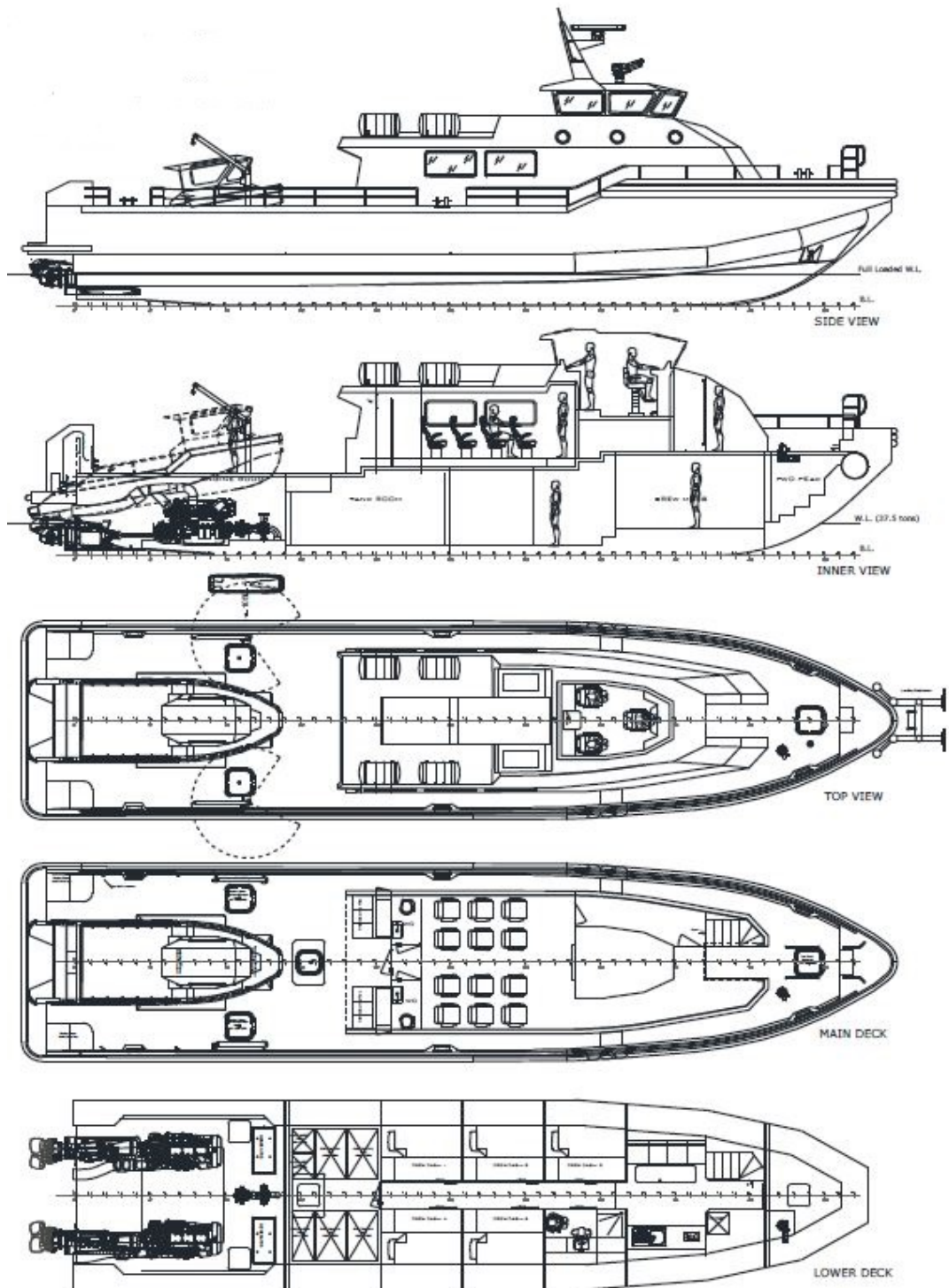
- ☐ 35 kg Anchor
- ☐ 80 m length galvanized chain
- ☐ 316-L quality stainless steel hand rails
- ☐ Rubber fender all around the boat
- ☐ 316-L quality stainless steel double bollards (6 pieces)

Safety equipment

- ☐ Life jackets (20 pieces)
- ☐ Life rafts (4 * 10 pax)
- ☐ Life buoy with self-igniting lights (4 pieces)
- ☐ Fire and smoke detectors and alarm panel
- ☐ Self priming emergency fire pump
- ☐ CO₂ system for engine room
- ☐ Fire extinguishers







Patrol Vessel - Spey Class



Technical Details:

Length (LOA) : 20 m
Beam : 4,8 m
Draft : 0,7 – 0,8 m
Capacity : 3 + 8 pax
Load capacity : 2 tons
Propulsion : Twin Inboard Diesel and Waterjet
Range : 400+ nm
Power on board : 12V / 220V and shore connection

CONSTRUCTION AND LAYOUT :

This boat is totally of HDPE (High Density Polyethylene) by way of a special welding processes. It has double bottom hull and main side pipes are filled with polystyrene blocks. The hull is strengthened making the vessel unsinkable with this type of construction. HDPE does not need any maintenance or coating.

The Wheel house has all around angle of vision and is located at front part of the main deck with a seating capacity for three. Entrance to the Cabin is from the aft side. Total seating capacity of the cabin is eleven pax (including three boat crew) with Pullman type seats. There are four bedrooms with eight bunks, toilet, shower and a small pantry with sofa in the crew mess. Closed spaces are covered with insulated accommodation panels. Main deck is composed of special nonslip HDPE plates.

Boat has rubber fender all around making it easy to berth. There are stainless steel safety hand rail at fore and aft.

TECHNICAL SPECIFICATIONS:

Propulsion System:

Engines: Nanni Diesel N13.800 CR3
Engine Displacement: 12,7 liters (each)
Power : 2 x 800 HP @ 2300 rpm
Waterjets : Alamarin or MJP
Gear box : ZF or Twin Disc
Gear box ratio : 1,15 : 1
Max. Speed : 34 - 36 knots
Cruising speed : 18 - 20 knots
Fuel Consumption : 250 - 280 lt/hr @ cruising speed
Range : 400+ nm @ cruising speed

FRC (Fast Rescue Craft) :

This boat will be placed in a self-launching ramp on rear deck.

Length: 4,5 m

Beam: 1,8 m

Propulsion: Outboard engine

Power: 60 HP

Cabin equipment and accommodation:

- ☐ 3 + 8 Pullman type seat (with safety belts) for boat crew and passengers
- ☐ 8 banks at 4 rooms for crew
- ☐ Shower and toilette
- ☐ Pantry (Microwave, fridge, wash basin, electrical oven)
- ☐ Accommodation and isolation panels
- ☐ Aluminium frame windows (marine grade, with tempered glass)
- ☐ Aluminium door (marine grade)



Communication and Navigation:

- ☐ 48 nm open array Radar antenna (Simrad)
- ☐ 2 piece of GPS antenna (Simrad)
- ☐ 2 pieces of 12" LCD screens (Simrad)
- ☐ 2 sets of VHF
- ☐ 2 pieces of portable VHF
- ☐ AIS B-class
- ☐ Magnetic compass with light
- ☐ Flir M232 thermal camera

Electrical equipment

- ☐ 1 set of CAT C2.2 marine generator , 16 kW @ 1500 rpm
- ☐ Marine battery bank (4 batteries for engine start, 1 battery for genset, 1 battery for service, 1 battery for navcom equipment)
- ☐ All navigation lights according to COLREG
- ☐ Strobe light and siren system
- ☐ Double electrical navigation horn
- ☐ 90 liters capacity fridge
- ☐ Hotplate
- ☐ Microwave oven
- ☐ 2 pieces of Battery charger (12VDC-40A)
- ☐ 2 pieces of electrically controlled search light
- ☐ Electrical windlass for anchor
- ☐ Deck winch for FRC
- ☐ Fire and bilge alarm system
- ☐ Wiper

Heating, Ventilating and Air-conditioning system

- ☐ Split type air conditioning system, 2*36.000 btu
- ☐ Four ventilator fans for engine room

Tanks and pumps

- ☐ HDPE fuel tanks (4 x 1000 liters)
- ☐ HDPE fresh water tank (400 liters)
- ☐ HDPE gray water tank (250 liters)
- ☐ HDPE black water tank (250 liters)
- ☐ HDPE bilge pump (100 liters)
- ☐ Manual bilge pump
- ☐ Electrically driven fire pump
- ☐ Bilge pumps (4 pieces)

Deck equipment

- ☐ 20 kg Anchor
- ☐ 60 m length galvanized chain
- ☐ 316-L quality stainless steel hand rails
- ☐ Rubber fender all around the boat
- ☐ 316-L quality stainless steel double bollards (6 pieces)

Safety equipment

- ☐ Life jackets (13 pieces)
- ☐ Life buoy with self-igniting lights (4 pieces)
- ☐ Fire and smoke detectors and alarm panel
- ☐ Self priming emergency fire pump
- ☐ CO₂ system for engine room
- ☐ Fire extinguishers



Avon MR Class Multirole Vessel

Leemar Group
Custom Workboats



The Avon MR Class is a vessel conceived to provide a solution for multiple mission profiles using a single platform. The vessel was designed to carry out all missions with minimal compromise while providing a safe and comfortable platform for the crew.

High Density Polyethylene (HDPE) is the chosen building material due to its low maintenance and forgiving nature. HDPE also has low adhesion properties making it ideal for Oil Spill operations as the vessel can be washed down easily.

THE VESSEL HAS BEEN DESIGNED TO CARRY OUT THREE FUNCTIONS:

- ◆ Port State Control Patrol – Providing a long endurance platform for enforcing maritime law
- ◆ Police Interceptor – Law enforcement, homeland security and antipiracy operation
- ◆ Pollution Control - Self contained ; containment, skimming and storage for oil spills

The vessel can change mode in as little as 20 minutes

PRINCIPAL DIMENSIONS

LOA	18.8 m
Breadth	4.7 m
Draught	0.8 m (lightship)
Seating	9 persons

PERFORMANCE

Max speed	35 knots
Cruising speed	27knots
Range	500 miles

QR code to video



PROPULSION

Main Engines	Yanmar 6HYM WET
Power	2 x 700HP
WaterJets	Castoldi Turbodriven 400 H.C.

TANKS

Diesel	4 x 1250 litres
Fresh Water	150 litres
Grey Water	150 litres
Toilet waste	150 litres (seawater flush)

ELECTRICAL INSTALLATION

Generator	Coelmo DML 2500 - 25KVA
Power	24 & 12VDC and 240VAC 50 Hz
Chargers	Automatic chargers on all battery banks
Air Conditioning	2 units of 24,000 BTU

ACCOMMODATION

Wheelhouse	Seating for 9 persons (shock mitigation seats)
Bunks	4 bunks in 2 compartments
Galley	Sink, hob, fridge, microwave oven and storage
Dining	Table and seating for 6 persons

HYDRAULIC SYSTEM

Pump	Two pumps, piggyback on generator
Control Unit	Deck mounted, removable
Tank	60 litres
Pressures	200 & 100 bar
Flow Rate	50 & 5 l/min

ARMAMENT

Bow	Permanent 30 Cal MG
Sides	Removable, Port & Starboard side 30 Cal MG (in place of davit)

DAMAGE CONTROL

Bilge Pump	4 Electric bilge pumps
Fire Pump	Electrical fire pump and fire hose
Extinguishers	Automatic extinguishers in engine room, manual Extinguishers in all compartments

DECK EQUIPMENT

Life Raft	Roof mounted, 10 persons
Floodlights	Fixed, aft deck
Searchlights	Remote control , Forward and Aft
Davits	200 kg, on each side, for MOB and



NAVCOM & NAUTICAL EQUIPMENT

- ◆ Chart Plotter – 2 x Simrad NSS EVO3 (9” Screen)
- ◆ DSC VHF – Simrad RS35VHF Class D DSC console mounted with fist mic
- ◆ AIS Simard NAIS – 500 Class B
- ◆ Radar – Simrad Navico BR24 Broadnag with 3G Radar
- ◆ Thermal imaging system –
- ◆ Magnetic Compass
- ◆ FLIR (Raymarine) M232 Thermal imaging IP Camera with pan and tilt functions
- ◆ Loud Hailer – Standard Horizon VLH3000 loud hailer and intercom system with talkback function
- ◆ Police Strobes – Flashing police strobes and siren fitted atop the wheelhouse roof.

POLLUTION CONTROL EQUIPMENT

Skimmer	Vikoma Komara 20	20m ³ /hour	Boom Reel	Hydraulically powered
Transfer pump	Vikoma V190	42m ³ /hour	Hydraulic power	Built in to vessel
Boom	150m Curtain boom		Recovery tanks	2 x 1500 Litres

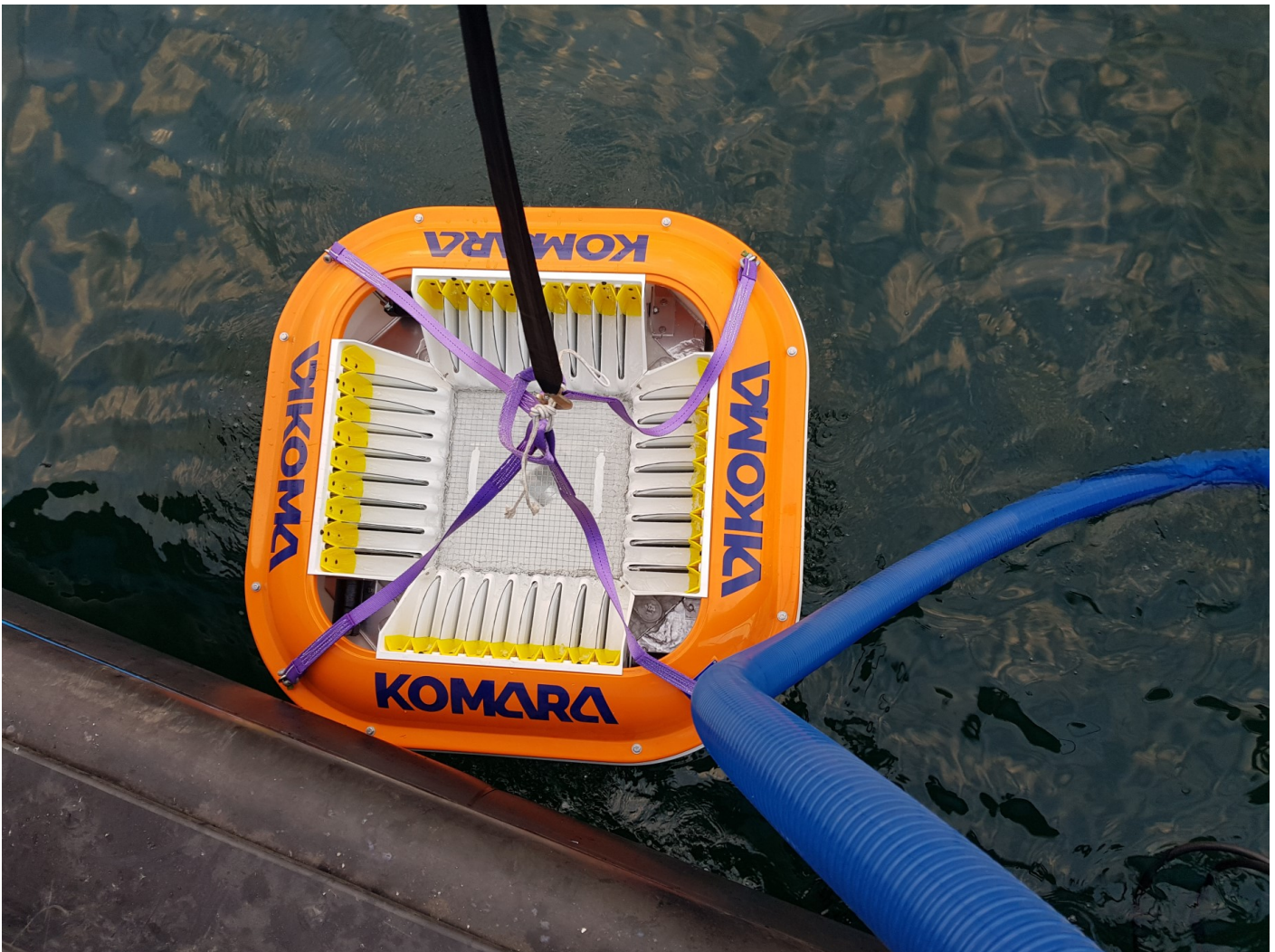


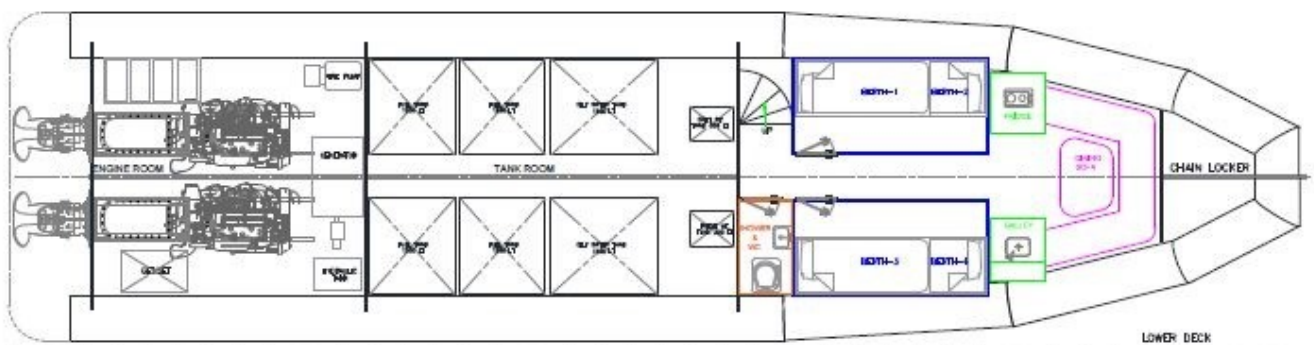
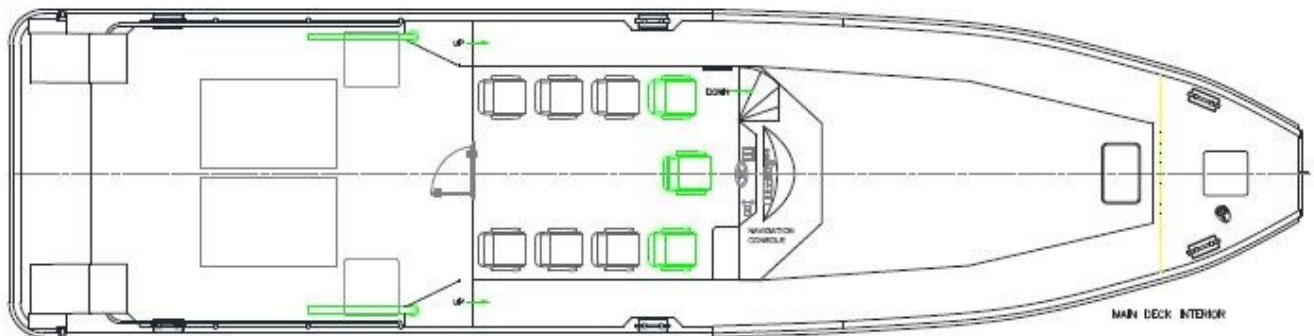
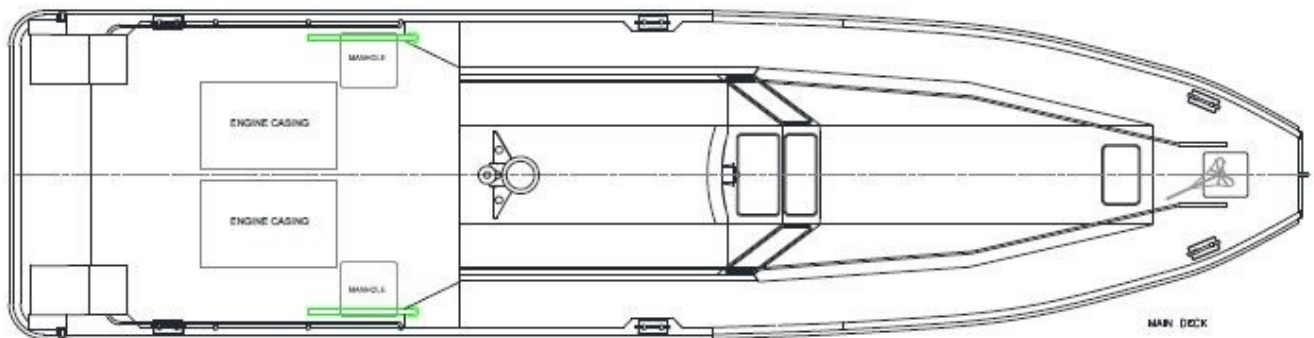


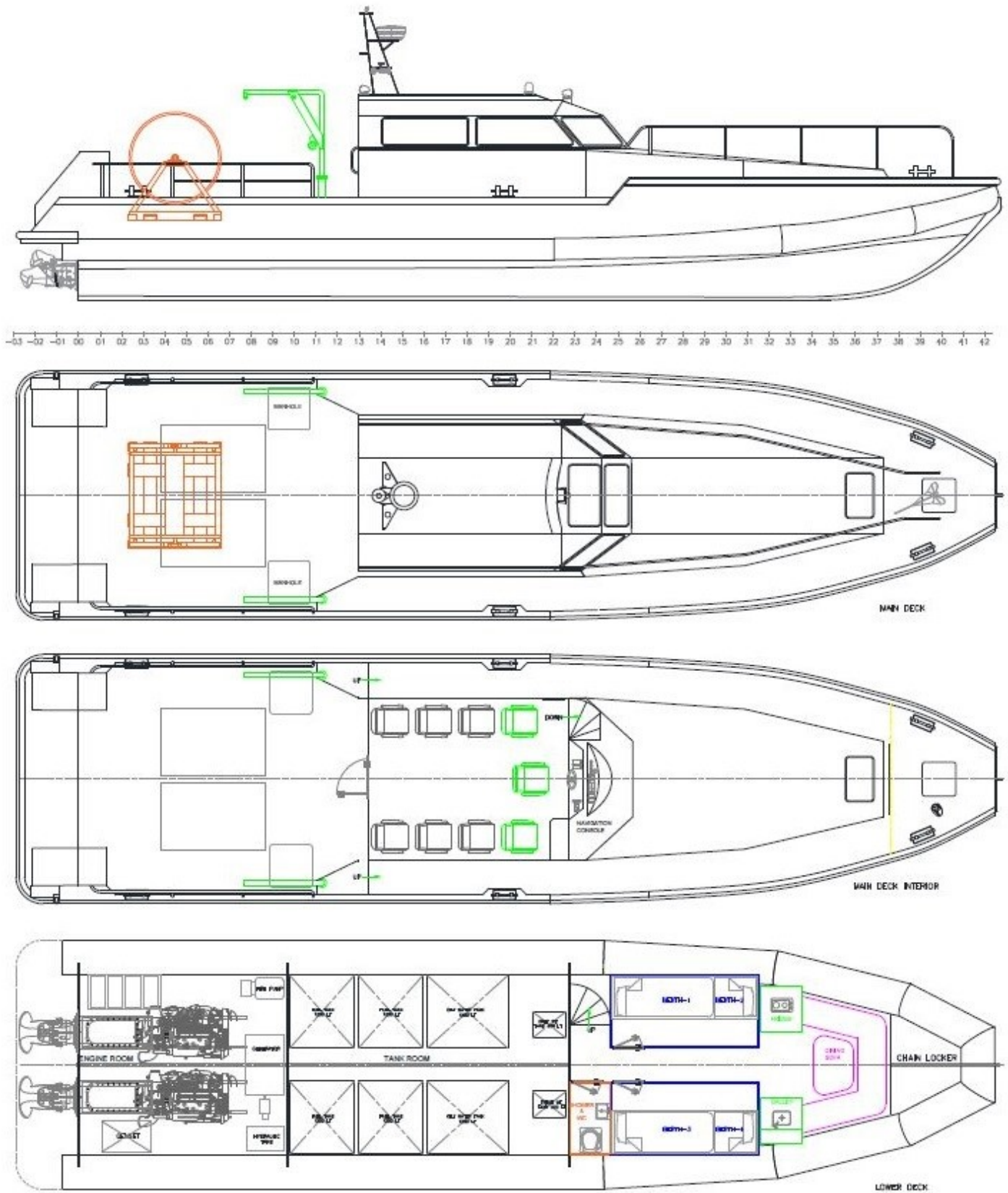












Ferry Vessel - Thames Class M70

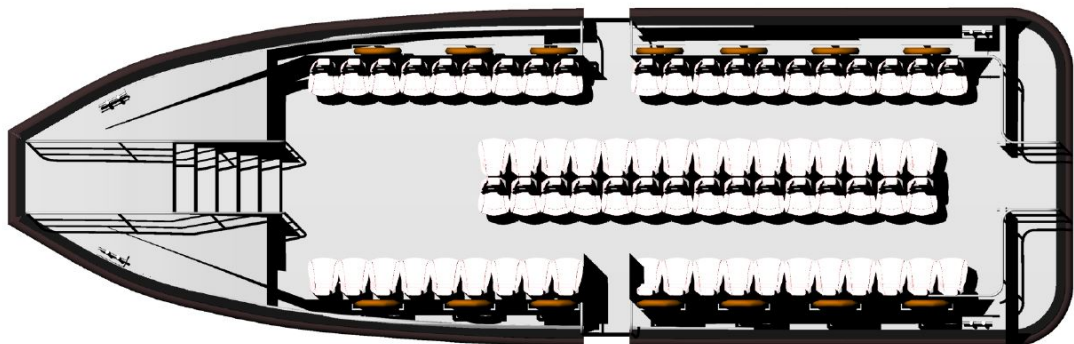
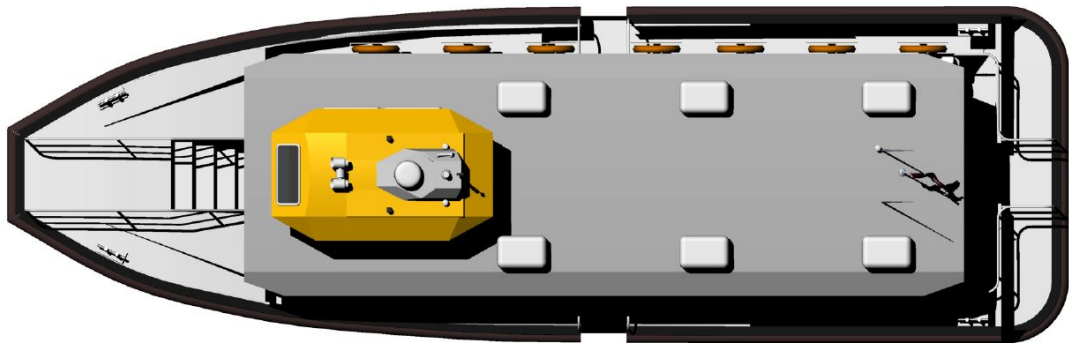


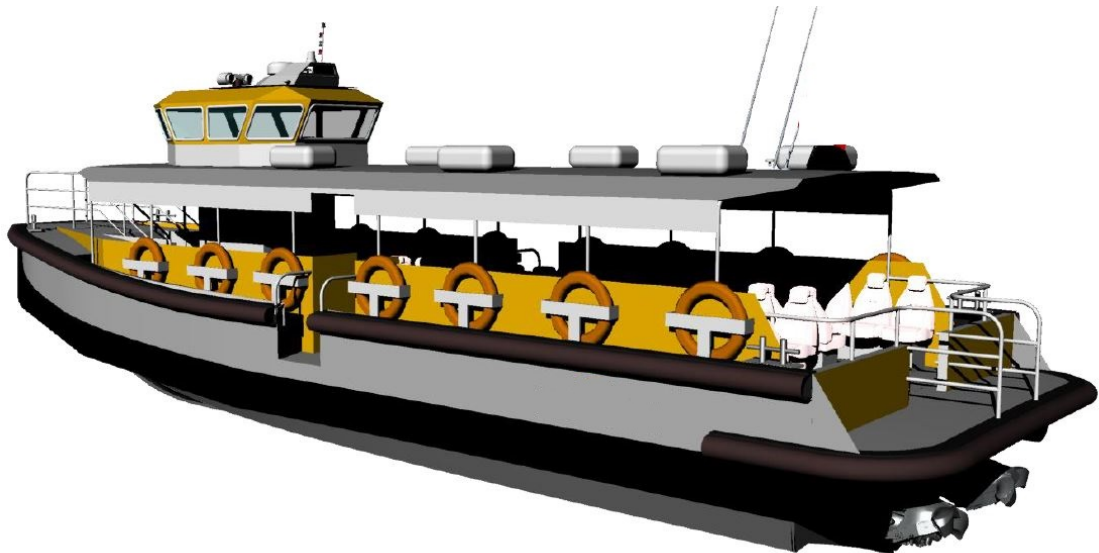
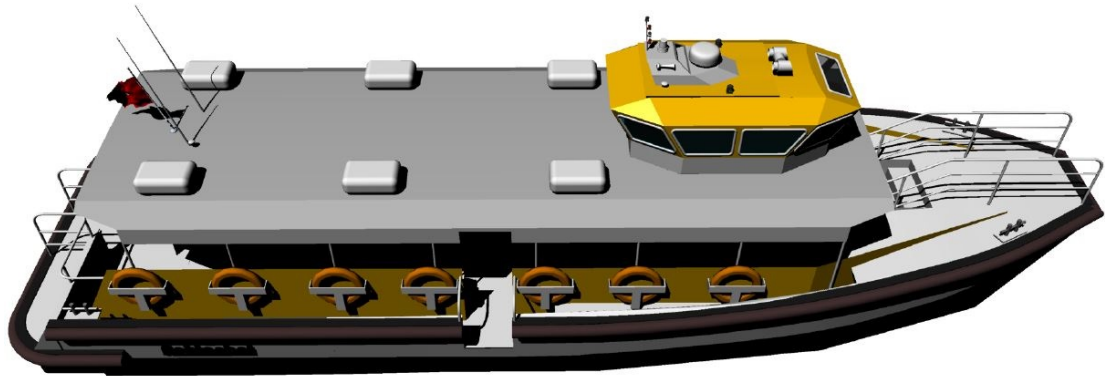
Technical details :

Length : 17.3 meters
Beam : 5,6 meters
Draft : 0,8 meters
Capacity : 3 crew + 70 passenger
Power : 2 * 250 HP
Engine speed : 2600 rpm
Max speed : 15 knots
Cruise speed : 12 – 13 knots
Fuel consumption : 45 – 50 liters/hour (at cruise speed)
Fuel consumption / mile : 3,8 liters/nmile

quipments :

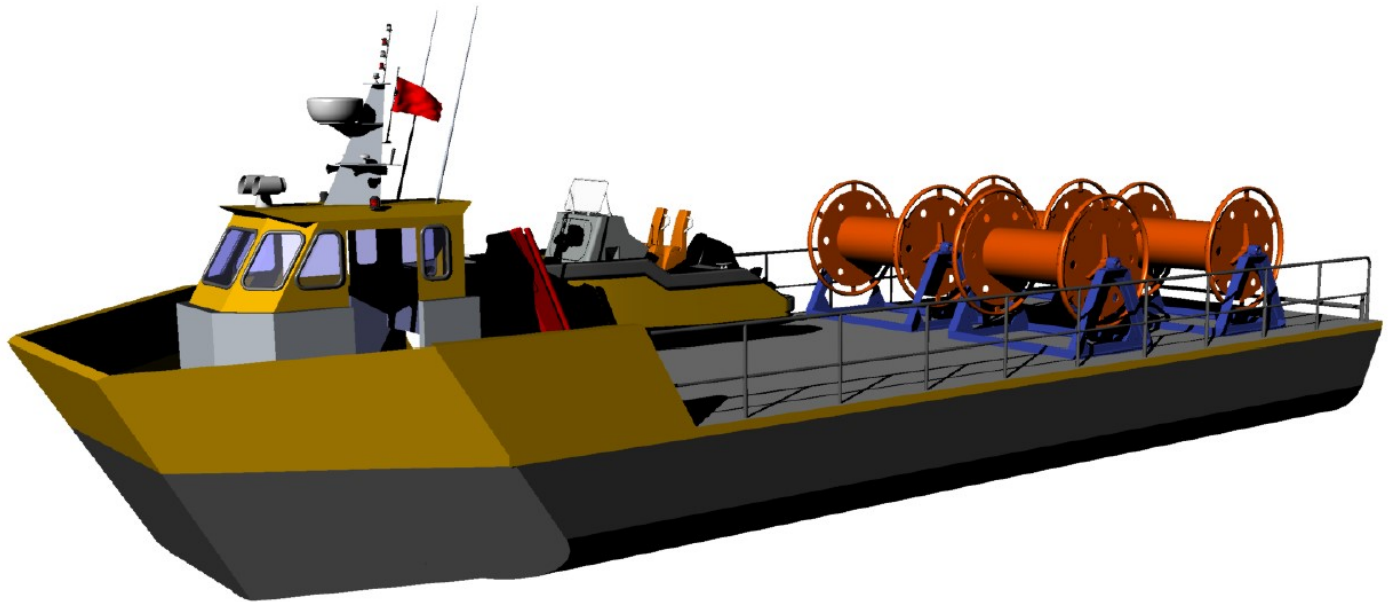
- ☐ Radar
- ☐ GPS
- ☐ VHF
- ☐ AIS
- ☐ Diesel generator
- ☐ Shade on deck
- ☐ Pullman type seats





Medway Class

Pollution Control Vessel



CONCEPT

The Medway Class concept was conceived based on over 20 years operational experience in West Africa. The vessel is a self contained unit able to deploy up to 600 meters of ridged floating curtain boom and recover & store 24,000 litres of oil.

Using it's own workboat booms may be towed, joined and recovered with no external help, all electrical and hydraulic power is combined with the vessel's system making for seamless operations and quick setup time.

Optional bunded wells may be incorporated into the stern deck, these wells are built in the track of the boom path to collect waste oil and washing water to the recovered oil tanks. A similar well is also used for the base of the workboat allowing post operation wash-down. Washing can be performed by an optional built-in steam jet wash unit and detergent, while underway the wells drain to sea by means of diverter valve.

The hull is constructed using High Density Polyethylene (HDPE), a material that requires little maintenance, offer superior mechanical qualities and is flexible enough to be strong yet flexible making the vessel more resistant to damage while docking. Another bonus of HDPE built pollution control vessel is that the hull can be hoisted and washed after operations and owing to the inherent properties of the material oil does not adhere well to the vessel.

PRINCIPAL DIMENSIONS

Length (LOA) : 16,50 m

Beam : 6,00 m

Empty draft : 0,55 – 0,60 m

Full draft : 0,85 – 0,90 m

Hull material: HDPE

Recovered oil capacity : 24.000 liters

PROPULSION

Twin Diesel inboard engines + shaft/propeller

Engine : Nanni Diesel N4.140

Power : 2 x 135 HP

Gearbox : ZF 45-1

Max. Speed (Empty) : 12 knots

Max Speed (Loaded) : 9 knots

Range : 300+ nm

POWER ON BOARD

15KVA, 220VAC Diesel Generator

12V batteries

Hydraulic Power pack for powering pollution control equipment, deck capstans & crane

POLLUTION CONTROL EQUIPMENT

2-4 Deck mounted boom reels, hydraulic powered, 150m boom capacity

150 m Booms to match reels

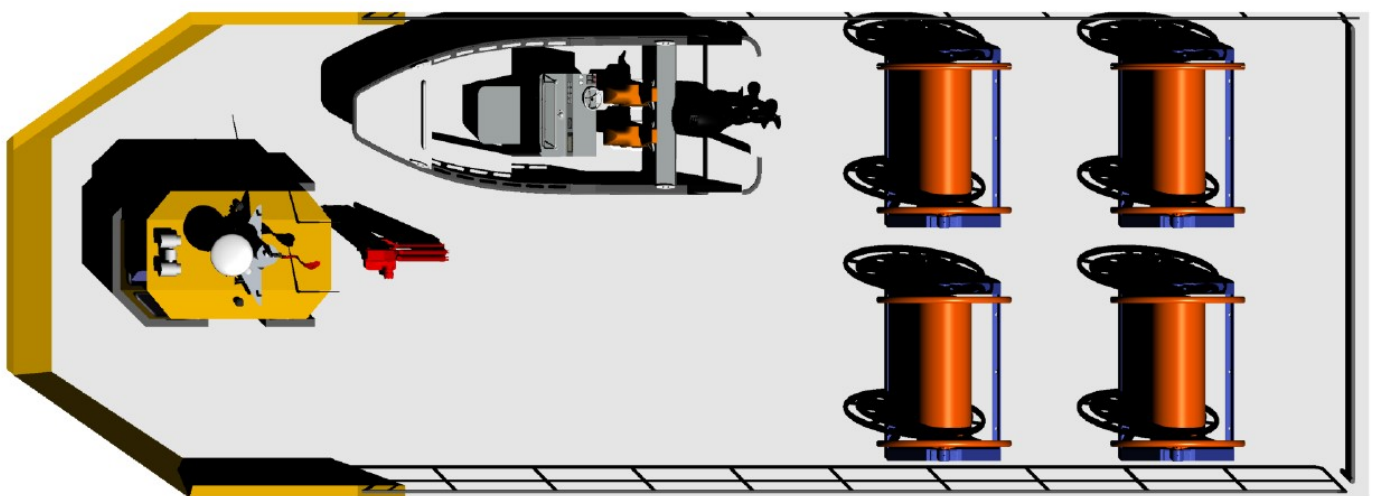
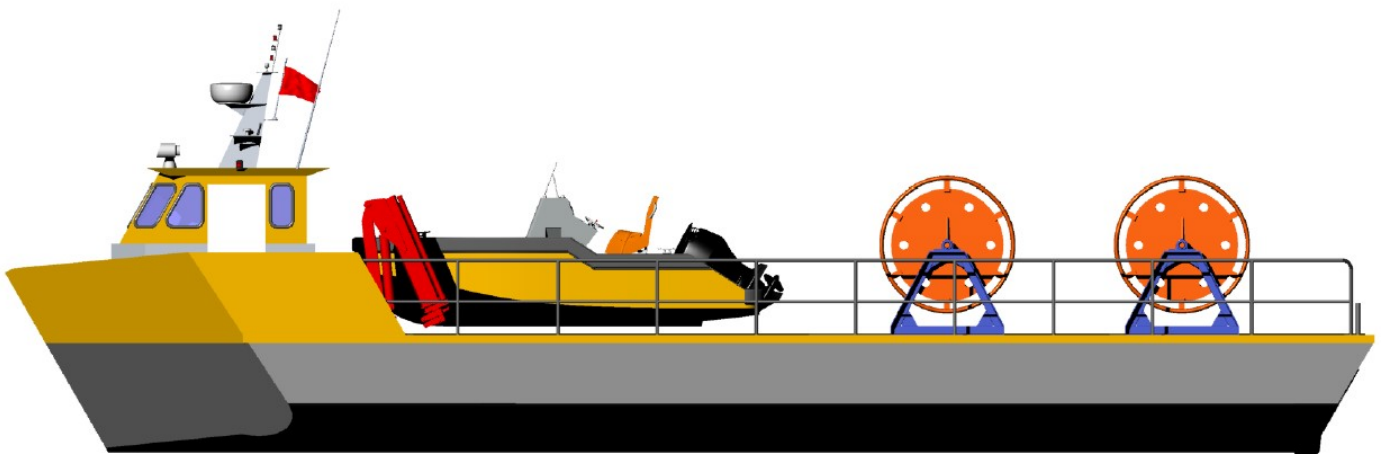
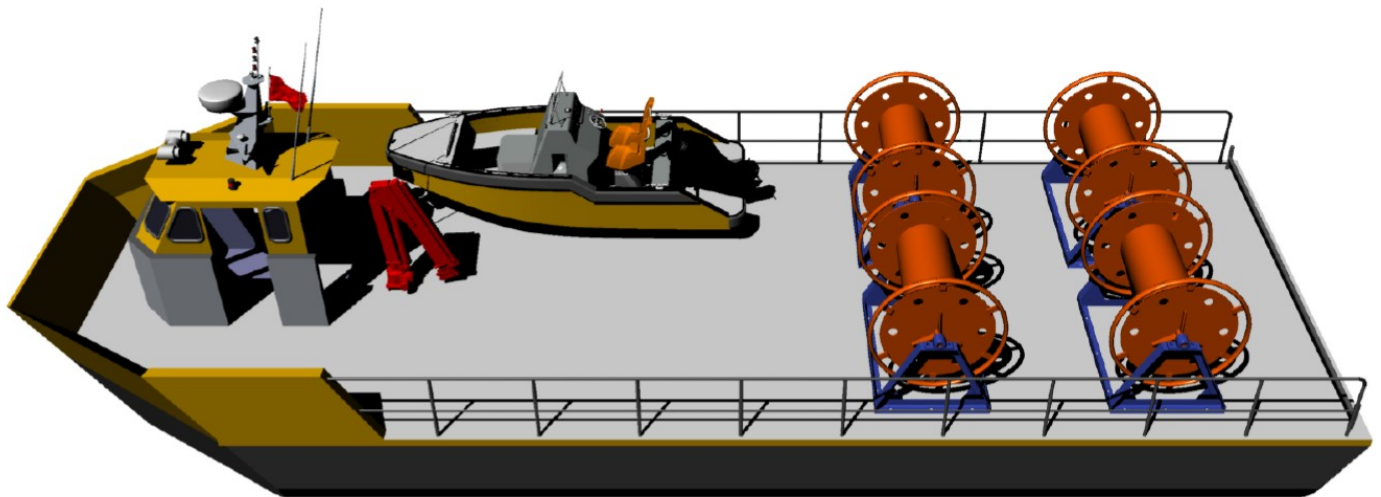
2 x Floating Oil disk skimmer

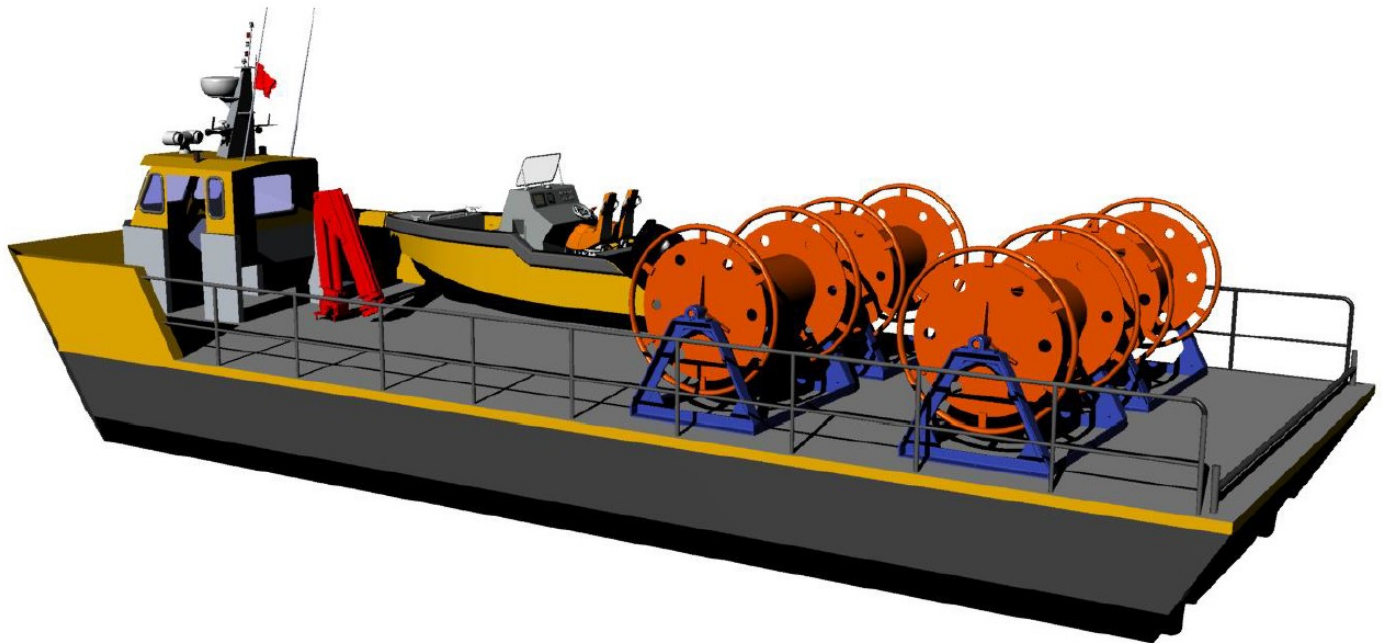
2 x Oil transfer pumps

Built in Hydraulic power pack and recovered oil tanks

Workboat, deck stored 5m LOA for boom towing etc.

Hydraulic deck crane (200 kg @ 5 meters)





Clyde Class

Fast Patrol Craft



CONCEPT

The Clyde Class is a Fast Patrol Craft (FPC) designed to provide a modern response for current threats. The design of the vessel is dictated by decades of operational experience in Border Patrol, Naval Engagement, Special Forces Missions and Search & Rescue operations.

Using High Density Polyethylene (HDPE) the hull is durable, virtually maintenance free and has lower radar signature. In addition repairs and small modifications can be easily effected.

With three decks the crew can work, eat and sleep with minimal interference in the daily routine. The flying bridge allows the commander a 360° view of the threat, the side mounted machine guns provide gunners with better view at a more stable location. The auxiliary craft (RIB) is a force multiplier when used in boarding and rescue mission profiles. If required a suitable USV can be carried in place of the RIB and deployed in high risk scenarios.

With crew comfort as a design parameter a compliment of up-to 8 crew can perform all required tasks for up-to 72 hours offshore using hot bunking and working in appropriate shifts.

OPERATIONAL SCENARIOS:

- ◆ Policing
- ◆ Homeland Security
- ◆ Anti Piracy
- ◆ Fishery Protection
- ◆ Counter Smuggling
- ◆ Illegal Bunkering Enforcement
- ◆ Search and Rescue (SAR)

PRINCIPAL DIMENSIONS

LOA	16,00m
Beam	4,00 m
Draft	0,65 – 0,75 m
Capacity	8

PROPULSION

Propulsion : Diesel inboard engines + waterjets
Engine : Nanni Diesel N13.800 CR3
Power : 2 x 800 HP @ 2300 rpm
Waterjets : Alamarin AJ Omega 42
Max. Speed : 40 knots (60% loaded)
Cruising speed : 32 - 34 knots (60% loaded)

ELECTRICAL INSTALLATION

Generator	Nanni Diesel 16KW
Power	24 & 12VDC and 240VAC 50 Hz
Chargers	Automatic chargers on all battery
Air Conditioning	2 units of 36,000 BTU

DECK EQUIPMENT

Auxiliary Craft	4.5m RIB for tactical support on stern ramp (no need for crane or A frame)
Life Raft	10 persons
Floodlights	360° Covarage
Searchlights	Remote control , Forward and Aft

PERFORMANCE

Max. Speed : 40+ knots
Range : 300+ nm

ACCOMMODATION

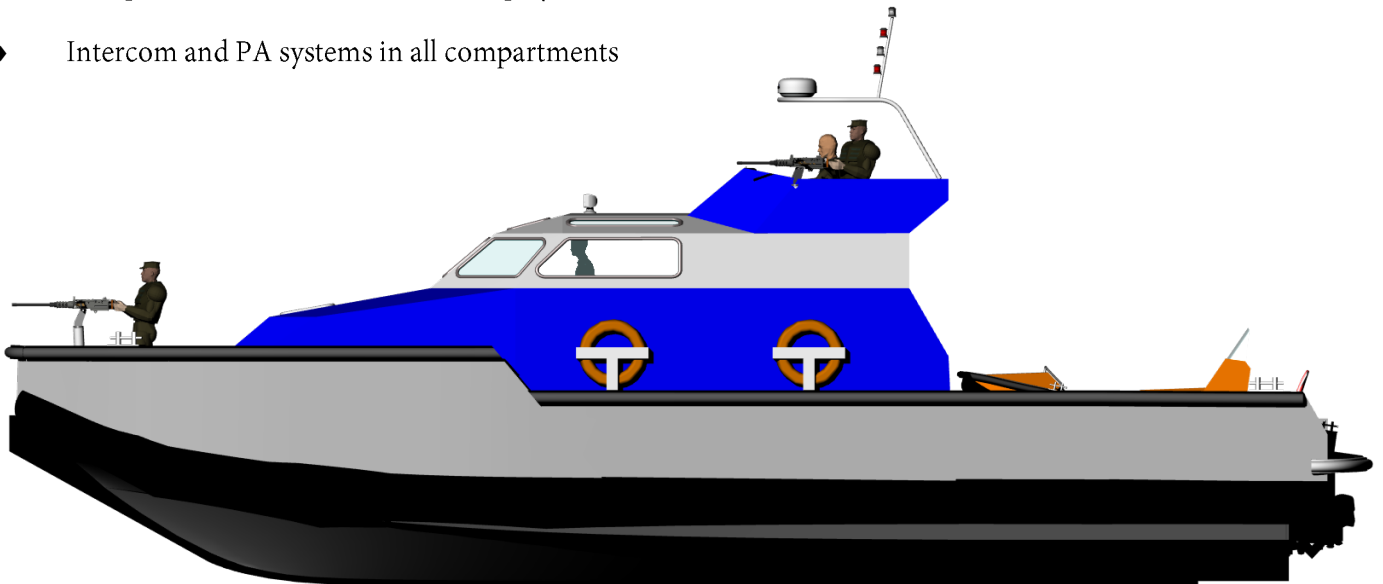
Wheelhouse	Seating for 5 persons (shock mitigation seats)
Bunks	4 bunks in 2 compartments
Galley	Sink, hob, fridge, microwave oven and storage
Dining	Table and seating for 4 persons

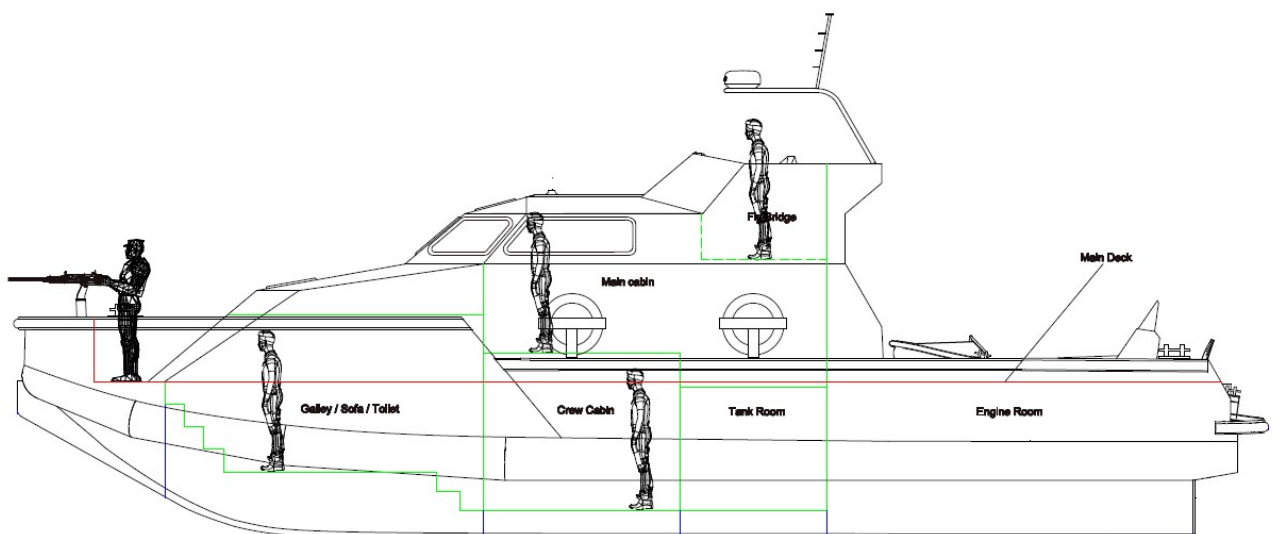
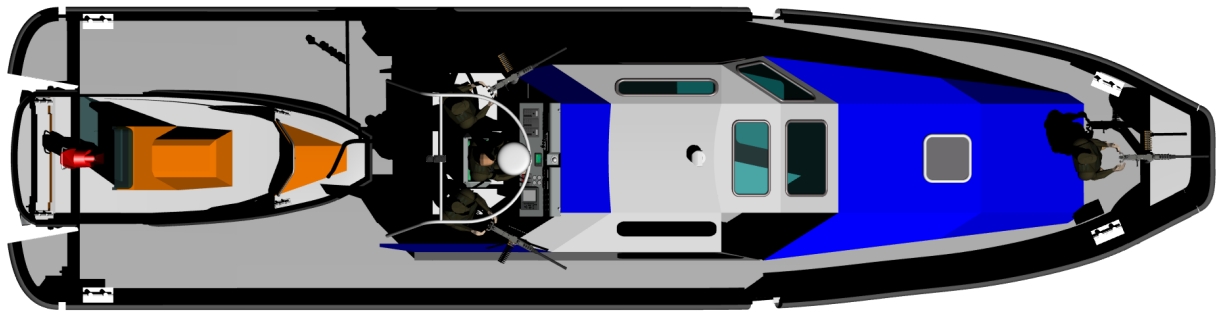
ARMAMENT *(CLIENT SUPPLIED)*

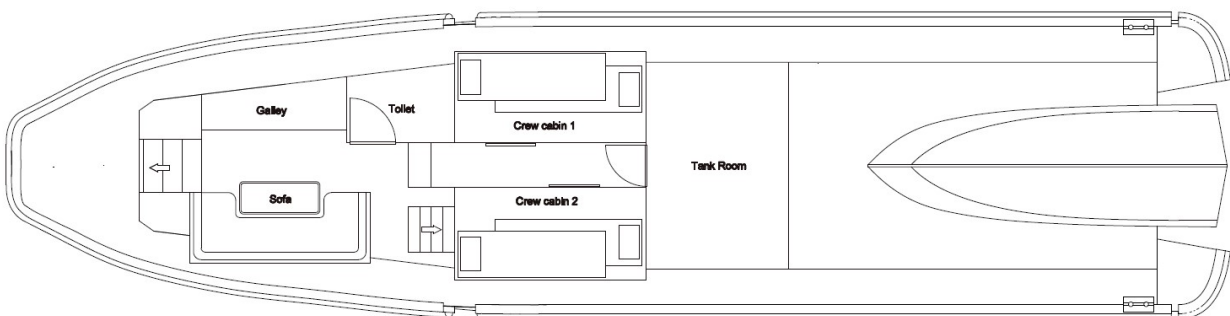
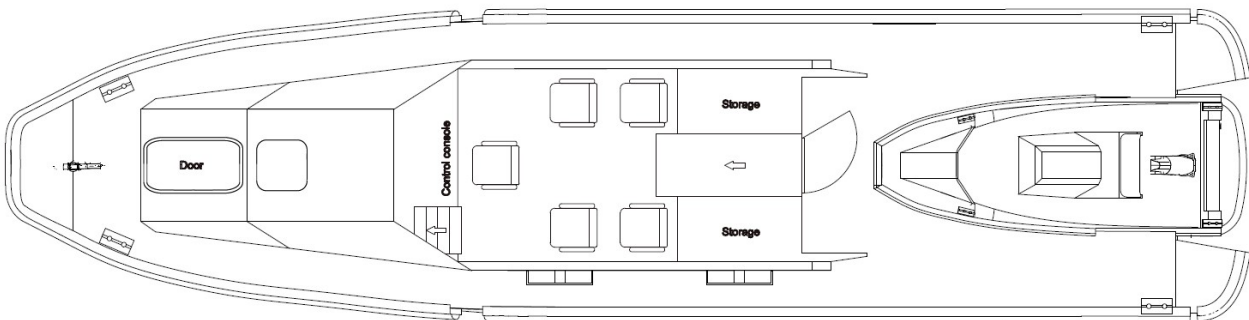
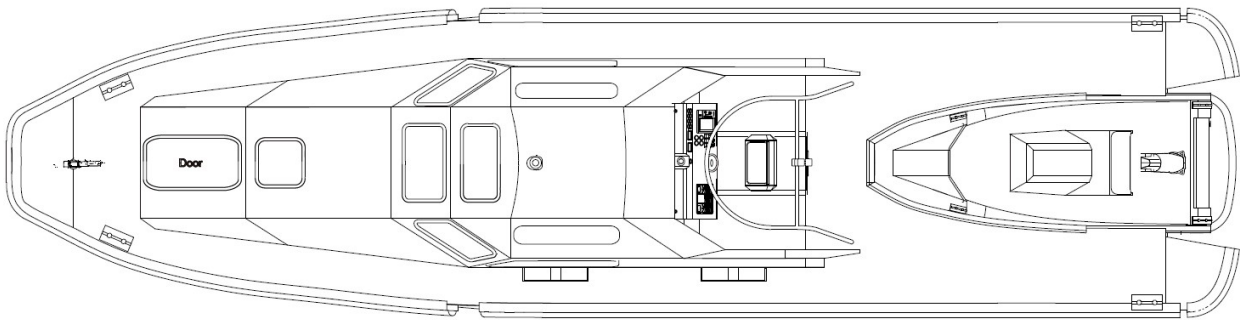
Bow	30 Cal MG
Sides	Port & Starboard side 30 Cal MG on flying bridge
Missiles	Optional ATGM, naval mount

NAVCOM & NAUTICAL EQUIPMENT

- ◆ 2 x Chart Plotters – Simrad NSS EVO3 (9” Screen)
- ◆ DSC VHF – Simrad RS35VHF Class D DSC console mounted with fist mic
- ◆ AIS Simard NAIS – 500 Class B
- ◆ Radar – Simrad 48nm Open Array Antenna
- ◆ Magnetic Compass
- ◆ Loud Hailer – Standard Horizon VLH3000 loud hailer and intercom system with talkback function
- ◆ Police Strobes – Flashing police strobes and siren fitted atop the wheelhouse roof.
- ◆ Computer network with Tactical Display
- ◆ Intercom and PA systems in all compartments







Humber Class Search & Rescue Vessel



CONCEPT

The Humber Class SAR is designed to provide a solution for a mass casualty event. As with most emergency scenarios time is critical, the Humber class is a high speed vessel able to deploy at over 25 knots with a minimal crew of 3.

The wheel house can accommodate 3 crew in front facing seats and 10 further persons seating in two wall mounted side face benches. The centre of the cabin can be fitted with two tier medical stretcher.

To augment rescue capacities the Humber Class is also equipped with 2 x 50 person inflatable life rafts, this s further increase rescue capability to over 100 persons. Once full the rafts can be towed away to safety To further assist boarding a rescue JetSki is mounted on a self-launching ramp at the stern of the vessel.

The vessel is designed for all weather operation and as such has a fully enclosed wheel house, electronic navigation and night vision equipment.

APPLICATIONS:

- ◆ Ferry capsized incidents
- ◆ Ditched aircraft rescue
- ◆ Massive evacuation

QR code to video



PRINCIPAL DIMENSIONS

LOA	12.5 m
Breadth	3.1 m
Draught	0.55 m (max)
Seating	3 crew (seats) 10 Rescue team (bench)

PERFORMANCE

Max. Speed	: 28 – 30 knots (60% loaded)
Cruising speed	: 22 - 24 knots (60% loaded)
Fuel Consumption:	70 – 80 lt/hr @ cruising speed
Range	: 200+ nm @ cruising speed

PROPULSION

Main Engines	Cummins QSB6.7-305
Power	2 x 305 HP
WaterJets	Alamarin AJ288

ELECTRICAL INSTALLATION

Generator	Nanni Diesel 7.5 Kw
Power	12VDC and 240VAC 50 Hz
Chargers	Automatic chargers on all battery

JETSKI

Seadoo Spark

NAVCOM & NAUTICAL EQUIPMENT

- ◆ Chart Plotter – Simrad NSS EVO3 (9” Screen)
- ◆ DSC VHF – Simrad RS35VHF Class D DSC console mounted with fist mic
- ◆ AIS Simard NAIS – 500 Class B
- ◆ Radar – Simrad Navico BR24 Broadnag with 3G Radar
- ◆ Magnetic Compass
- ◆ Loud Hailer – Standard Horizon VLH3000 loud hailer and intercom system with talkback function
- ◆ Police Strokes – Flashing police strokes and siren fitted atop the wheelhouse roof.





Colne Class Police Cutter



CONCEPT

The Colne Class Police Cutter was developed for deployment by law enforcement agencies for asymmetric low intensity conflicts.

Functionality and comfort were the main criteria of the design, the vessel is fast stable and provides air-conditioned shelter for 5 crew.

Using HDPE for hull construction the vessel requires no hull maintenance and the inherent properties of HDPE affords a resilient work platform, even allowing for beaching.

Leemar has been working for over 30 years in West Africa. Our recent clients include Police, Customs, Maritime Authorities and Naval Forces. In 2012 Leemar formed the Ghana Marine Police, a turn key project which included vessel supply and training. In addition to a law enforcement unit the Ghana Police are the only bespoke trained force for maritime rescue.

PRINCIPAL DIMENSIONS

LOA	11.0 m
Breadth	3.0 m
Draught	0.5 m
Seating	1+ 4 on seats
Hull Material	HDPE

PERFORMANCE

Max. Speed	: 30 Knots
Cruising Speed	: 25 Knots

ELECTRICAL INSTALLATION

Generator	: 4KW, Diesel
Air conditioning	: Roof mounted d8,000 BTU
Battery Sets	: 2x12V Engine battery banks, 1x12V • NavCom Deep Cycle battery

NAVCOM EQUIPMENT

- ◆ Chart Plotter – Simrad NSS EVO3 (9” Screen)
- ◆ DSC VHF – Simrad RS35VHF Class D DSC console mounted with fist mic
- ◆ Thermal Imaging Camera, roof mounted
- ◆ Magnetic Compass
- ◆ Echosounder
- ◆ Loud Hailer – Standard Horizon VLH3000 loud hailer and intercom system with talkback function
- ◆ 360° Flood lights
- ◆ Police Strokes – Flashing police strokes and siren

PROPULSION

Outboard engines, Mercury	:2x200 HP
Steering	: Hydraulic
Range	: 150NM
Fuel Capacity	: 500 liters

CABIN

- ◆ Toughened Glass marine windows
- ◆ Marine grade aluminium door
- ◆ 5 Seats, coach style, sprung
- ◆ Toilet compartment with Sink (hand pump and cassette style toilet)

WEAPONS

0.5” Machine Gun Mount on Bow “For but not with”
Lockable small arms cabinet



Arun Class Search & Rescue Vessel



CONCEPT

The Arun Class SAR was conceived as a cost effective rescue craft specifically designed for deployment in inland waters such as lakes and rivers. The vessel is designed to perform Search and Rescue (SAR) operations in cases such as ferry accidents where multiple victims are in the water. The maximum rescue capacity is 26 persons with a crew of three.

The two main constituent parts of the Arun Class is the main hull and the Personal Water Craft (PWC) as the propulsion plant, thus providing both a stable work base and an agile rescue craft to assist in recovery.

The craft is deployed at high speed to an incident, upon arrival the boat is moored, some or all life raft are inflated, the PWC is detached and assist in recovery of survivors. If required ,two patients may be placed in stretchers to receive further medical care. Upon conclusion or recovery operations the PWC is re-docked and the raft are towed to shore.

QR code to video



PRINCIPAL DIMENSIONS

LOA	4.32 m (Hull)
Breadth	1.8 m
Draught	0.3 m
Seating	1 helm (on PWC) 2 Rescue team (in main hull)

PERFORMANCE

Max. Speed : 25 Knots

PROPULSION

Sea-Doo SPARK PWC	
Engine	ROTAX 900 ACE - 90HP

RESCUE EQUIPMENT

4 x 6 persons inflatable rafts
PWC rescue sled
2 x Rescue floats
First aid kit & automatic defibrillator
2 x Stretchers

ELECTRICAL INSTALLATION

Power	12VDC, 100 AH deep cycle battery
Charger	100W Solar panel & charger

NAVCOM EQUIPMENT

- ◆ Chart Plotter – Simrad NSS EVO3 (9” Screen)
- ◆ DSC VHF – Simrad RS35VHF Class D DSC console mounted with fist mic
- ◆ AIS Simard NAIS – 500 Class B
- ◆ Magnetic Compass
- ◆ Loud Hailer – Standard Horizon VLH3000 loud hailer and intercom system with talkback function
- ◆ 360° Flood lights
- ◆ Police Strobes – Flashing police strobes and siren fitted atop arch
- ◆ Night vision goggles (x2)





Leemar Group

Custom Workboats

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