

SEA TRAIN LH6159 – 43 foot double water jet boat



«Sea Train» would be an ideal tourist boat for the Arctic.

There is a cosy cabin with ample seating for 12 passengers, sleeping accommodation for four, a fully equipped galley with microwave oven and refrigerator for sale of drinks and refreshments, central heating radiators with an additional hot-air and defroster system in the wheelhouse, and a toilet and washroom with hot and cold running water! Much more warm and pleasant than sitting on a cold drafty RIB at 40 knots in an Arctic gale?

There is also a good safe seating arrangement on deck if you prefer a breeze in your face. Ideal for the more senior citizens, visitors from Asia, or families with young children.

The vessel has just been out of the water this year for anti-fouling, change of zinc anodes, and a major overhaul of water jets and engines, an up to date Olex chart plotter system and new autopilot have recently been installed, with a new Webasto diesel fired boiler for the hot water based central heating radiators. Heating also comes from the engines when they are in operation.

"Sea Train" has double water jets and a draught of only 75 cm, with an ice strengthened design, with an 8 mm thick aluminium underwater hull, two watertight bulkheads and an additional collision bulkhead, in excess of the Nordic Design Guide recommendations for small commercial vessels. She can therefore be driven right up to a beach for the disembarkation of passengers or study of marine life along the seashore. The maximum speed when new was 40 knots, so she can hold her own with a typical RIB. The design cruising speed is 31 knots, and there are three forward facing crew seats with pneumatic suspension and seat belts which are good in rough weather.

"Sea Train" is under 15 meters in length, so can be operated by one person who has the necessary basic boat operators certificate.

Technical data

The boat is built in aluminium and the hull is ice reinforced. to Swedish police specifications and in excess of the Nordic standard for small work boats under 15 meters long. The hull is divided into three watertight compartments, with independent bilge monitoring and pumping system. An anchor well with collision bulkhead is located at the bow.

The boat is designed for a crew of three, with a good views in all directions. Two double berths forward, and a pilot berth and a dinette arrangement to port aft of the three crew seats, with seating for 6-7 and a galley to starboard with good storage space. Toilet to port in the forward sleeping area with good storage shelves for tools etc. Full standing headroom is provided throughout the vessel.

All standard equipment is aboard that you would expect on a police boat, but we have removed the blue light from the mast!

There was no autopilot and a very bad Swedish chart plotter, so we have installed the following additional equipment:-

- Olex, AIS module
- NMEA OPTO Coupler OPTO-4
- DDi 24/24VDC 3/4A POWER CONVERTER GALV. ISO
- OLEX PC M4 chartplotter. Complete full version including charts
- New Simrad Autopilot installed 2020
- Swedish 400V 3-phase and 230V 3-phase electrical shore power system upgraded to the Norwegian standard.

The forward cabin contains two double berths and a pilot berth, plus the heads.

There are three forward facing crew seats with pneumatic suspension and position adjustment. Opening hatches with windscreens port and starboard above crew seats.

The main cabin has a dinette arrangement with seating for six-seven. The longest bench seat is long enough to sleep on and could be used to transport stretcher cases. In the galley is a lockable compartment for firearms etc., and a fridge,

microwave oven, two burner cooker, and sink unit with ample storage space.

Starboard side by entrance steps is a heated drying locker for wet weather gear.

Under the floor by the crew seats is a large locker for spare parts and general storage. In front of the crew seats is a chart table, with repeater chart plotter, and full size chart storage drawer.

Central heating on the boat is impressive. Port engine runs the port side heating, hot air system and windscreen defrosters, and drives the bilge pump and fire pump system. Starboard engine runs a large 24 volt alternator and the main central heating radiators, and this is supplemented by a water based Webasto diesel heater for when the engines are not running. There is also an electric boiler attached to the central heating system for use with 400v 3-phase shore power. A powerful engine room cooling fan, motor warmers and frost protection heaters are fitted. A 2500 Watt 24 volt to 230 volt inverter, fuse boxes, and hydraulic control system for water jets and trim flaps is located on the engine room bulkhead forward of the main engines. Fuel tanks and a large fresh water tank and black water holding tank are located beneath the wheelhouse floor.

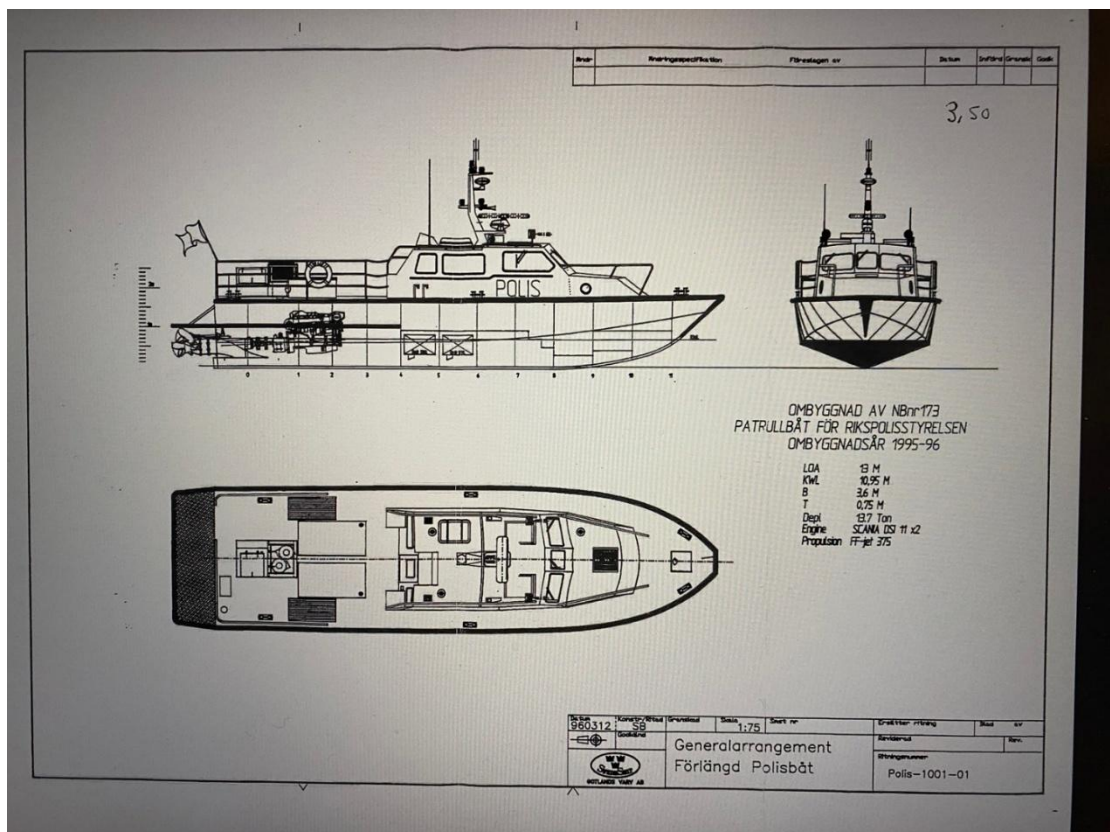
On deck are two large containers, starboard side for mooring lines, and port side for the portable fire pump and bilge pump. CO2 engine room fire extinguisher system on after deck, with diving platform aft. Mooring lines, fenders, and two anchors are included.

The foredeck with handrails looks very suitable for use as a pilot boat, Allround hard rubber fenders are fitted. The mast is hinged, and can be lowered for passing under bridges. Search light, radar, gps, ais and vhf aerials, and liferaft mounted on wheelhouse roof.

The boat was ashore spring 2025 for antifouling new zinc and major service to the water jets. We have already carried out extensive maintenance to the engines with new exhaust manifolds and turbochargers fitted on both engines.

Equipment

- Two Scania DI12 43 M with Kamewa FF 375 S waterjets. 600 hk each, 12,500 hours.
- Engine warmers and electric fan heaters in engine room
- 2 x 500 liter diesel tanker, 450 liter water tank, septic tank
- Trim-flaps aft
- 24 nm Radar, Olex chart plotter, Simrad autopilot,
- AIS, VHF, GPS, Echo sounder,
- Shore power 400v 3-phase, + battery charger
- 24v Equipment and generator onboard with transformer 24v-230v, and 24v-12v.
- Navigation lights
- Water based central heating with warm air defroster system to windscreen,
- Webasto diesel heater,
- Fully equiped galley, with two burner stove, fridge and microwave oven,
- Washroom with WC,
- CO2 engine room fire extinguisher system
- Fixed and portable bilge pump and fire-fighting system,
- Mooring lines and fenders,
- 2 anchors with 50 m meter cable, mini-crane on after deck,
- 6-man liferaft, safety equipment and life jackets.
- Large diver's platform with diving ladder.
- Hard rubber fender around whole boat.



Sea Train - General Arrangement Drawing