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Burton
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info@ruddersboatyard.co.uk



M2B Amphibious Specifications as follows:

Fully MCA Coded with stability book to 10.2 tons carrying capacity



WHAT IS A RUD M2B?

Originally costing between £850,000 and £1.2 million each, these amphibious machines are provided with a competent driver/ skipper/ project manager and appropriate work team.

In the water, the M2B is powered by three propellers at up to 8 knots. The central propeller rotates 360 degrees thereby also acting as its rudder and providing incredible manoeuvrability.

With its pontoons unfolded the M2B can carry a payload of an incredible 10.2 tons on water or up to 7 tons on land. The completely flat deck area provided with the pontoons unfolded measures a staggering 6m x 6m. It also carries its own ramps, which allow

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vehicles (including military tanks!) to drive on and be ferried across a river or flood zone. The ramps can also be configured to allow vehicles to drive over it, thereby forming a temporary bridge for two-way traffic.

Each M2B machine can be interlocked to form a longer bridge as required.

Via its skipper and driver, the M2B can transition from water to rough terrain or road travel instantaneously with its side pontoons folded or unfolded.

The wheels fully retract into the body (hull) for water travel and in "all terrain" mode, the M2 has a high ground clearance of 0.8m and can climb slopes of up to 31 degrees.

APPLICATIONS

These amphibious vehicles/ ferries/ bridging systems have already been put into good use in the following commercial environments:

Leadership development & teamwork training courses

Flood damage, sea defence & rescue work,

Ferry for vehicles, plant, equipment, animals & people

A great alternative to a multicat, multi-cat, floating platform or self propelled barge

Jack legs & Hiab crane can be fitted as required

Temporary bridge

Rescue craft

Dry & portable site for portakabins, stores, etc.

Cable laying

Salvage work

Bridge inspection, repair with cherry picker or scaffolding

Jetty inspection, repair, removal of bracings with hiab crane and cherry picker fitted

Jetty touch up painting with cherry picker

Dredging

Dive platform

Drilling Platform

Load carrying of i.e. sandbags, rock, stone, etc. in areas which require an instant transition from land to water travel and vice-versa.

Shallow water, firm ground, sand & all tides work capability.

"Returning to Port" can be as simple as driving up the beach/ river bank or slip-way each day.

TECHNICAL DATA

As Vehicle:

L: 11.3m

W: 3.0m

H: 3.6m

Wheel base: 5.3m

Track width: 2.1m

Ground clear: 0.8m

Turning circ: 25.4m

Weight inc. Crew: 22Tons

Diesel (red): 50L/100km

Speed: 60km/h

As Boat/ Ferry/ Bridge:

Draft:: 0.5m

Draft w/12T: 0.8m

Width: 3.0, or 6m with pontoons unfolded, or 12m with ramps & airbags also in position.

Diesel (red): 64L/ Std.

Max speed: 9 knots.

General:

Powered by two interchangeable Deutz (KHD) engines of 180hp @ 2300rpm each.

Hydraulic pontoons, ramps, wheel height & take-off, plus removable on board crane, winch, anchor, air & electrics.

Safety:

Competent operators provided

Interchangeable engines, automatic fire extinguishers, navigation lights, foghorn, heavy-duty bilge pumps, 8+ separate watertight chambers.

Going down.....

The 6m x 6m clear deck is the perfect craft for a safe & charitable landing:



**Or to go as high as possible:
Jetty Pile touch up painting being carried out by Rudders Boatyard using
Amphibious craft with cherry pickers fitted at the South Hook LNG site.**



**For a library of photo's showing more details, please visit
www.ruddersboatyard.co.uk , hire/charter and down the full .pdf brochure.
A user manual and training is made available to operators.**

**The following are example headers taken from the MCA Code of Practice
Certification & the vessels detailed stability booklet.**

This is kept aboard the vessel for inspection at any appropriate time.

**The Cherry Picker is to be re-tested in March 2011 and copy of this will be added
when available, but before works commence.**

Certifying Authority for Small Commercial Vessels



First Floor Office
 Pearl Assurance House
 Duke Street
 Tavistock
 PL19 0BA

Tel: #44(0)1822 615500, Fax: #44(0)1822 615588
 email: admin@mecal.co.uk Website: www.mecal.co.uk

SMALL COMMERCIAL VESSEL CERTIFICATE

"RB6"

MECAL Unique No. M08WB0111285

Name of Owner/Managing Agent	Mr A Pollard
Address	Rudders Boatyard Church Road BURTON Pembrokeshire, SA73 1NG

Type Of Vessel	Work Boat
Use of Vessel	Cargo Carrying
Official Number	
Port of Registry	
Gross Tonnage	
Maximum number of persons onboard	14 (includes a max. of 12 passengers, without cargo) 4 (including cargo)
Length Overall	11.3 m
Load Line Length	
Date of Build	1989

This is to certify that the above named vessel was examined by MECAL Authorised Examiner, R Fearnley at Burton, Pembrokeshire on 04 August 2008 and found to be in accordance with the requirements of the Code of Practice for the Safety of Small Commercial Vessels, published by the Maritime & Coastguard Agency of the United Kingdom Department for Transport.

This certificate will remain valid until 04 August 2013 subject to the vessel, its machinery and equipment being efficiently maintained, annual examinations and manning as required by the Code of Practice
For limitations & Conditions please see the reverse of the certificate.

Maximum loading condition	Total loading of persons and equipment is not to exceed 10.2 tonnes, & must adhere to the loading conditions as defined in the Stability Information Book.
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Permitted area of operation	Category 4 (RESTRICTED) For limitations & Conditions please see the reverse of the certificate.
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Midterm examination by a MECAL Authorised Examiner due before (Please note certain Vessels require this to be done out of water)	04 August 2011
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This certificate was issued at Tavistock, with an effective start date of: 04 August 2008
 This certificate expires on: 04 August 2013
 Name Kim Bassett, for and on behalf of MECAL Technical Committee.

Date: 18 August 2008

Signature:

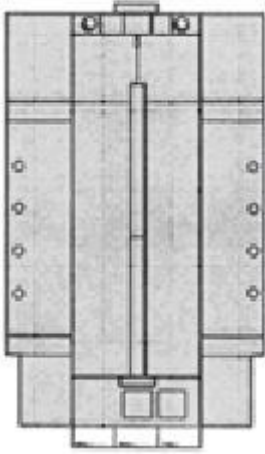


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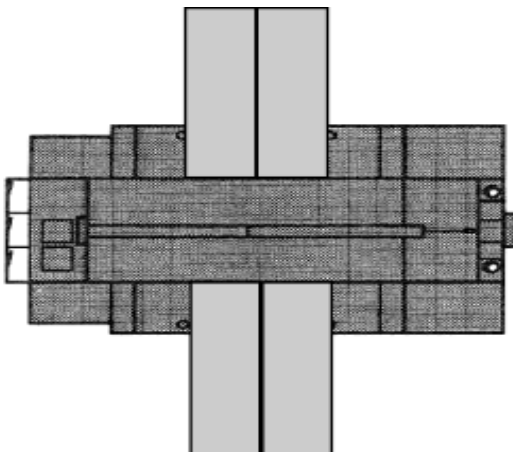
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Amphibious Self Propelled Barge Deployment examples

The first diagram demonstrates the basic platform structure. All ramps are stowed giving an unobstructed available deck area of 5.66m x 5.92m. This is the basic single barge configuration.

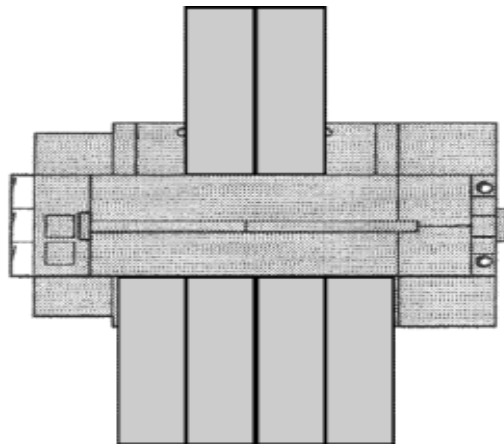


Next we see a four ramp deployment. The four ramp structure is used to allow a JCB or cherry picker to drive up on to the deck of the craft from beach level when Amphib has been driven ashore, or even straight on by coming alongside a suitable height river bank or sea wall. (All ramps are adjustable up and down via the large hydraulic rams under each individual ramp).



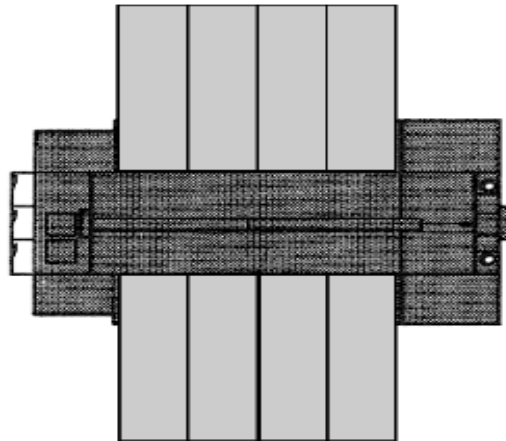
Each Amphib carries four fitted ramps ready for use. Four more ramps are available, allowing the configurations below to be achieved. The ramps can be independently hydraulically adjusted in pitch to provide loading ramps slanting down to ground or shore, whilst the main barge/ vehicle itself is level. Angle ramps down to allow divers to walk on/ walk off ashore or in the water!

6 Ramp configuration



8 Ramp configuration

With all ramps deployed the available uninterrupted deck area provided is an incredible 14.32m x 5.66m



Loading ramps all individually adjustable

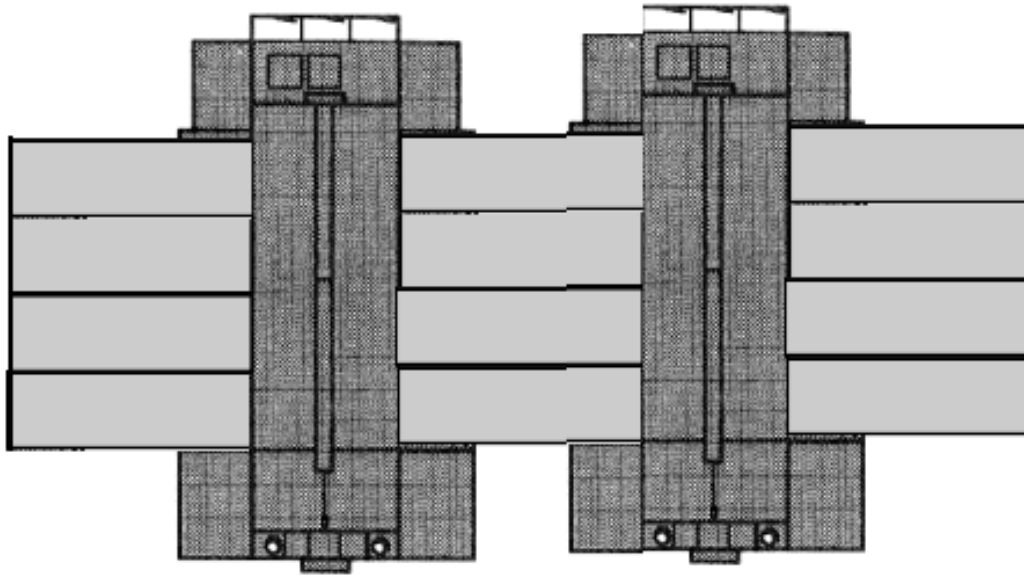


12 ramp configuration;

20.4 Tons carrying capacity (they carried 32 ton tanks as ferry in the army) . Clear

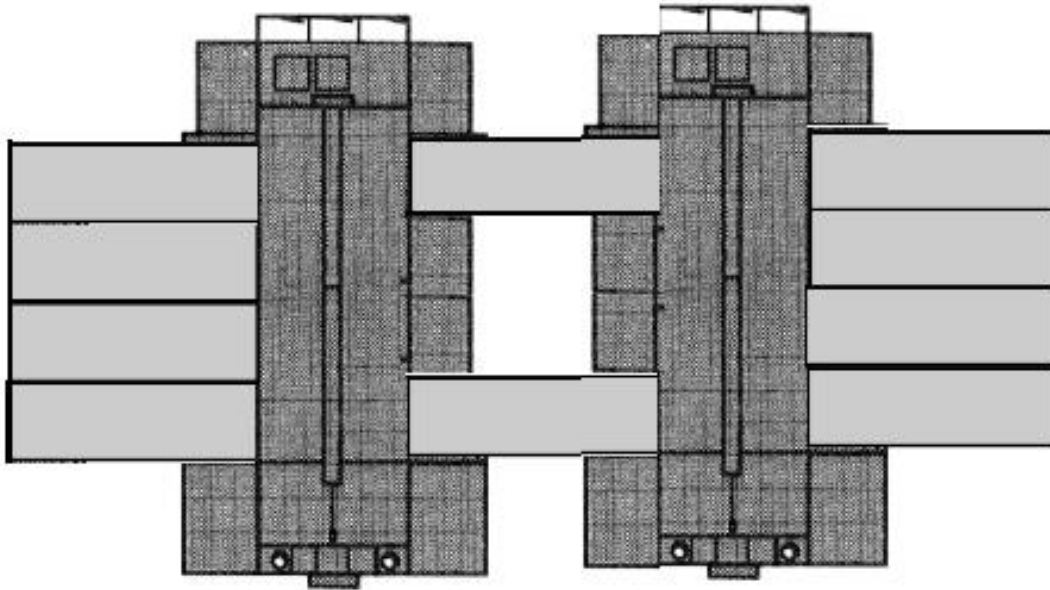
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uninterrupted deck space is 24 meters x 5.66 meters. End ramps can be lowered to self load i.e. a tracked long reach excavator.



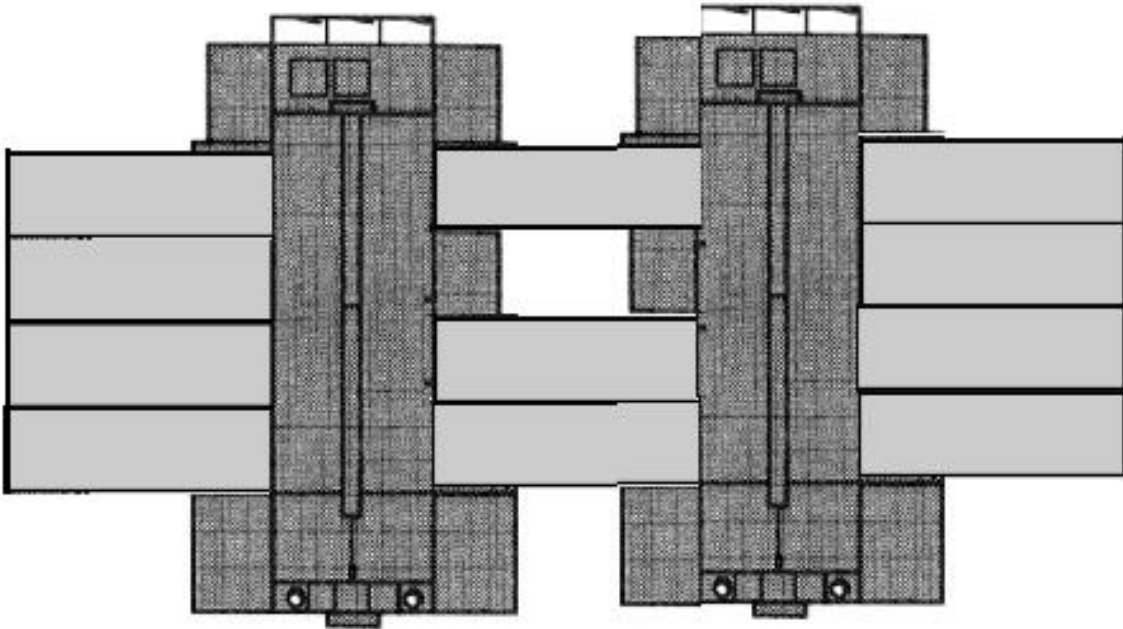
“Moon Pool” Configuration Examples using two amphibs connected together. Winch up in the center for easy access inspection of loads or erect an “A” frame in the center for heavy duty lifting through the centre for mooring, drilling salvage work, etc.

Large Moonpool, 10 ramps in use:

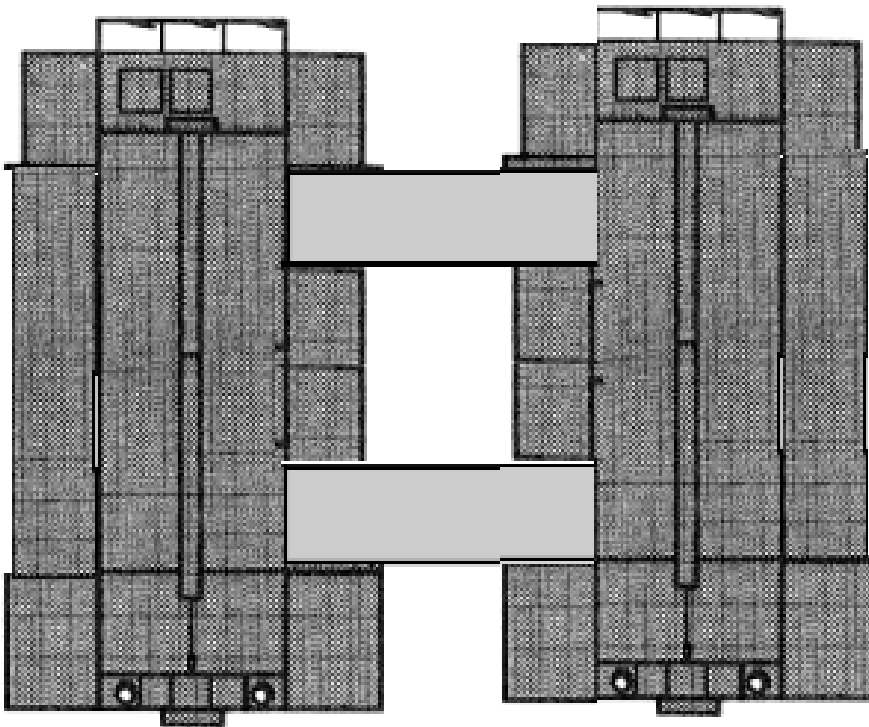


Small Moonpool, 11 ramps in use:

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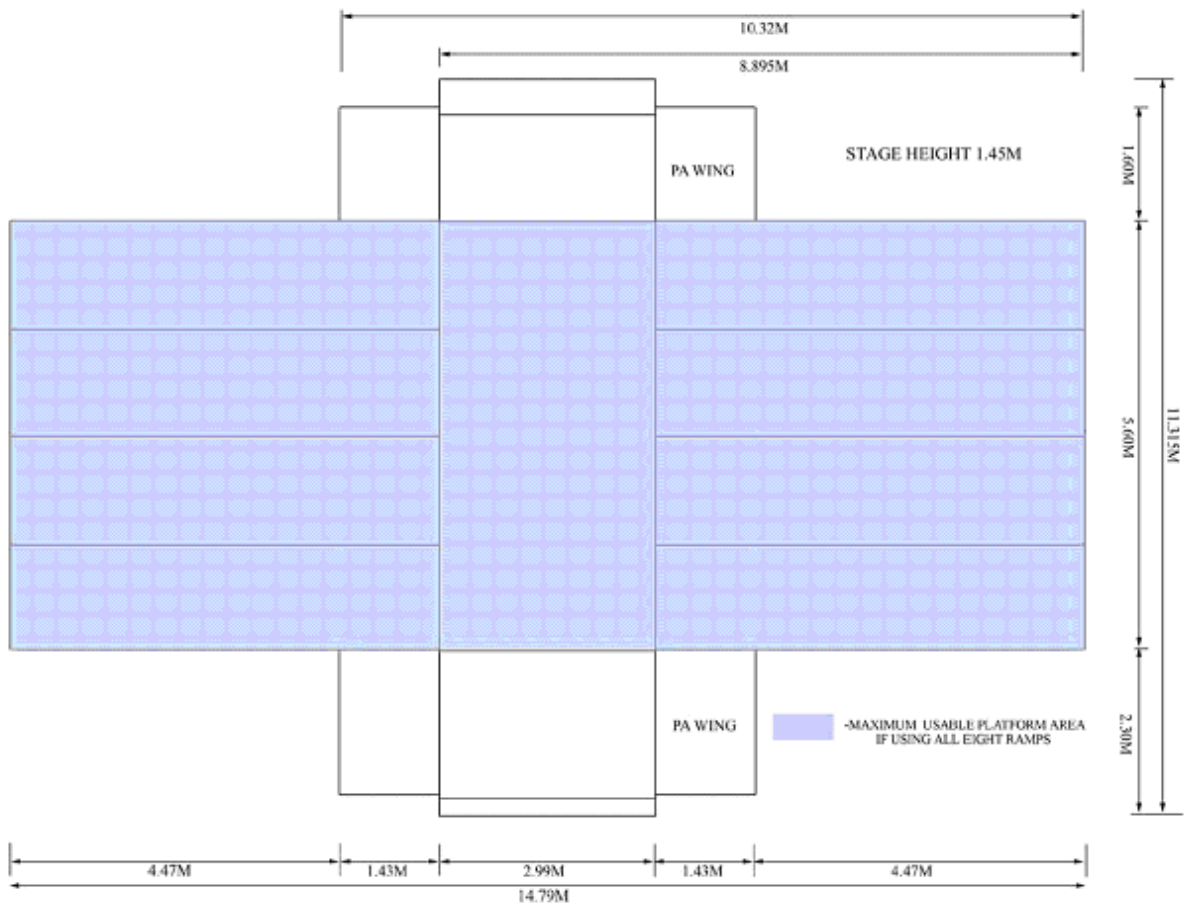


Only two ramps in use, the other two or four being stowed at deck level in their normal positions:



8 ramp structure, one machine

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