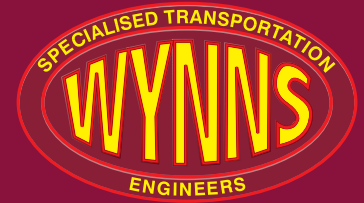

INLAND NAVIGATOR



ROBERT WYNN & SONS LTD.
ESTABLISHED 1863



THE INLAND NAVIGATOR

The Inland Navigator is a river barge owned by Robert Wynn & Sons Ltd, specially converted for the carriage of Abnormal Indivisible Loads.

Previously operated as an inland tanker barge, the Inland Navigator was identified by Robert Wynn and Sons as a vessel which could be converted to carry loads weighing up to some 300 tonnes.

The Inland Navigator will carry single pieces up to 300 tonnes or subject to surveys, multiple loads up to 300 tonnes. The Inland Navigator provides unprecedented penetration of the UK inland waterway network and is capable of carrying abnormal loads to locations such as Leeds, Nottingham, Rotherham, York and Worcester.



Length : 44.37m

Beam : 6.06m

Mean Lightship Draft : 0.35m
(Underside of keel)

Lightship Weight : 167Te

Maximum Vessel Depth : 4.8m
(Keel to highest point, excluding wheelhouse)

Hold Length : 19.16m
(Between coamings)

Hold Width : 5.37m
(Between coamings)

Hold Deck Loading : 7.5Te/m2
(General use)

Water Ballast Capacity : 246Te

Ballast Pumps : 2 x 60Te/Hr Desmi S100-80

Electrical Generation : Perkins BCM 184C1
3 phase 415V @ 50Hz 22Kva
240V AC single phase
24V DC

Main Engine : Gardner 6L3B

Gearbox : Epicyclic reversing Type 3UC

Max Speed : 8 knots

Range : 400 miles

Anchors : Bow
Stern (emergency)

Navigation Equipment :

DGPS

Radar: Furuno 851

VHF Radio: Simrad RT64



The size and weight of the items that can be accommodated will depend on a number of factors; including the conditions and limitations of the loading and off-loading locations.

Whereas these particulars are believed to be accurate at the time of publication their accuracy is not guaranteed. It is therefore essential to confirm with owners the vessel's suitability for use in connection with any particular movement.