

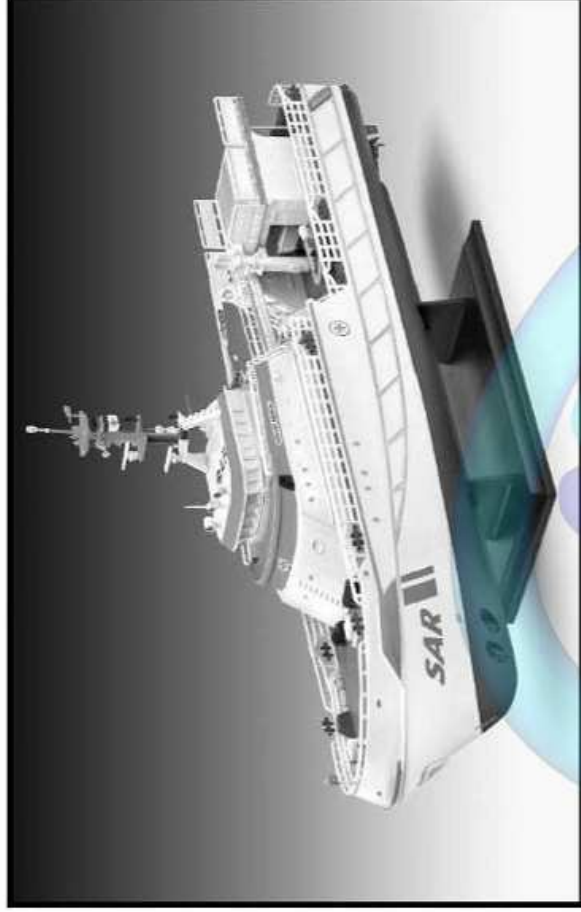


Seenotkreuzer/Search & Rescue Vessel HERMANN MARWEDE

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Seenotkreuzer HERMANN MARWEDE

Die „Hermann Marwede“ zählt weltweit zu den modernsten Schiffen ihrer Bauart und ist der größte jemals in Deutschland in Dienst gestellte Seenotkreuzer. Die Schiffsstaufe erfolgte im Sommer 2003, stationiert ist er auf der Hochseeinsel Helgoland. Der Kreuzer ist Bestandteil eines Konzeptes, das Vornamen, Nautiker und Techniker der DGzRS entwickelt haben, damit die Besatzungen auch in Zukunft die selbst gestellte Aufgabe erfüllen können bzw. den veränderten Rahmenbedingungen gerecht werden. Menschen aus Seenot zu retten. Häufigere und intensivere Schlechtwetterperioden mit anhaltendem Starkwind- und Sturmphasen, so lauten die Prognosen der Meteorologen und Klimaforscher für die Zukunft. Hinzu kommt ein Umschlagzuwachs von 50 Prozent innerhalb der nächsten Jahre für den nordatlantischen Schiffsfahrtssektor und eine Zunahme des Seeverkehrs auch für den Nord- und Ostseeraum. Schon heute werden Fahrtschiffe auf der Ostsee jährlich von mehr als 50 Millionen Reisenden genutzt. Beide Perspektiven – Verschlechterung des Wetters und steigender Seeverkehr – erfordert frühzeitige Initiativen im Bereich der Sicherheit auf See, sodass der Bau dieses Seenotkreuzers den neuen Einsatzbedingungen optimal angepasst ist. Die „Hermann Marwede“ bildet eine ideale Ergänzung zur Gesamtflotte der DGzRS. Durch ihre Größe operiert sie im Zusammenspiel der Einheiten auch unter schwierigsten Einsatzbedingungen als On-Scene-Coordinator. Die Kapazität für Aufnahme von Schiffbrüchigen orientiert sich an aktuellen Notfallzahlen. Die technische Ausstattung wurde von den Vornämern, Nautikern und Technikern nach ihren Erfahrungen und Bedürfnissen geplant und entspricht modernen Sicherheitsaspekten. Bei einer Wasserverdrängung von max. 404 Tonnen erreicht der Seenotkreuzer eine maximale Geschwindigkeit von 25 Knoten (46,3 km/h), maximale Reichweite 2.120 Seemeilen (3.926 km) bei 15 Knoten. Für den Antrieb sorgt ein Mittelmotor (MTU Diesel) mit 2.720 kW (3.700 PS) sowie zwei Seilmaschinen mit je 2.040 kW (2.775 PS). Zur hochmodernen Ausrüstung gehören unter anderem neue ARPA Radargeräte, elektronische Seekarte, Satellitenleitor, Echolot-Anlage, Funkpiloter und Flugfunkanlagen. Ebenfalls an Bord befindet sich ein Mehrzweckraum mit Bordhospital, ein Kran, ein Feststrumpfslauchboot, Feuerlöschrichtungen (Leistung über 40.000 Liter/Min.) und von 18 Knoten (33 km/h) und kann durch den geringen Tiefgang auch in flachen Gewässern agieren.

Seit der Gründung 1865 haben die Seenotretter der DGzRS über 76.000 Menschen aus lebensbedrohender Gefahr befreit und sie vor dem nassen Tod bewahrt. Bei unzähligen technischen Hilfeleistungen für Seefahrzeuge aller Art konnten die Seenotretter außerdem dazu beitragen, schwere Unfälle im Vorfeld zu verhindern. Die Arbeit der Seenotretter finanziert sich ausschließlich durch Spenden und freiwillige Zuwendungen.

Search & Rescue Vessel HERMANN MARWEDE

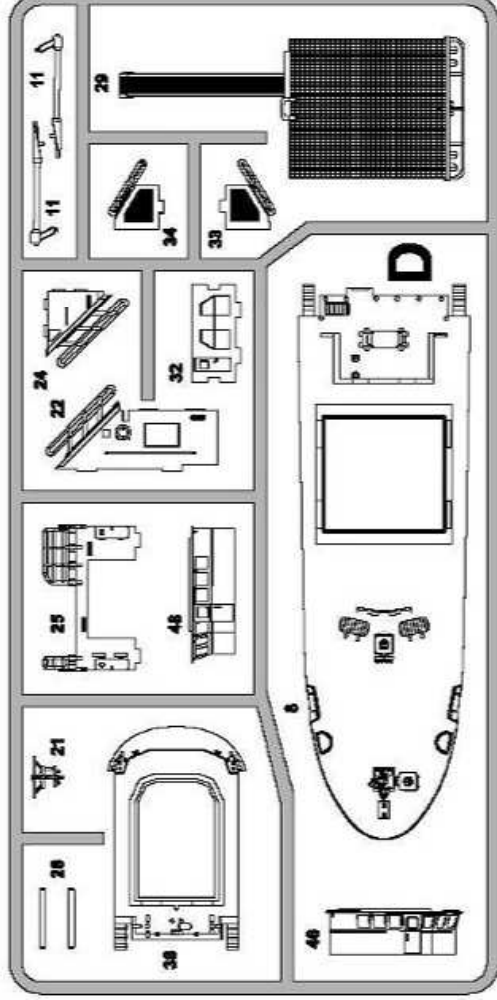
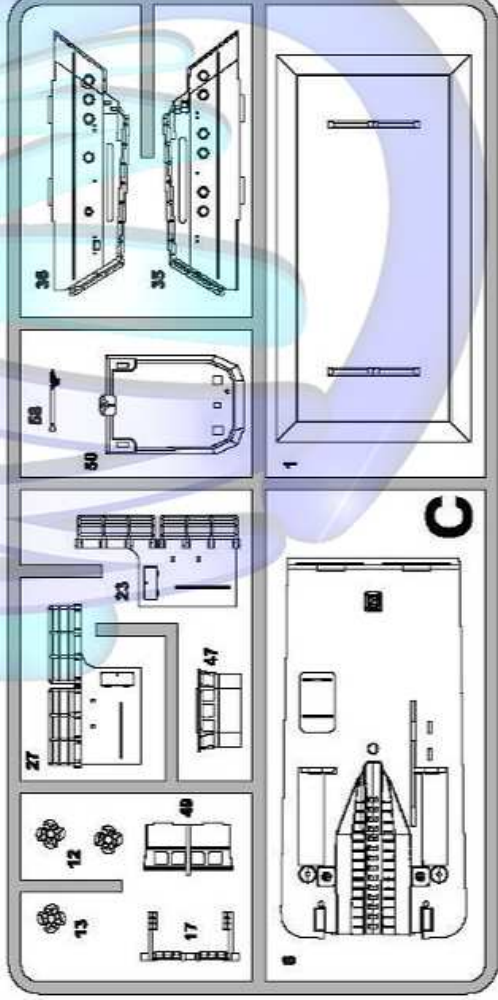
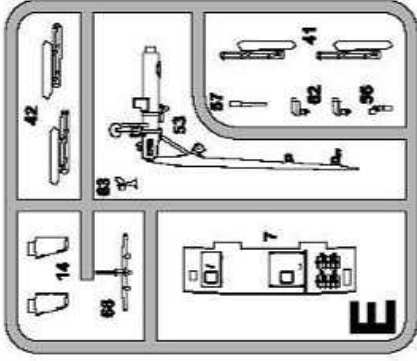
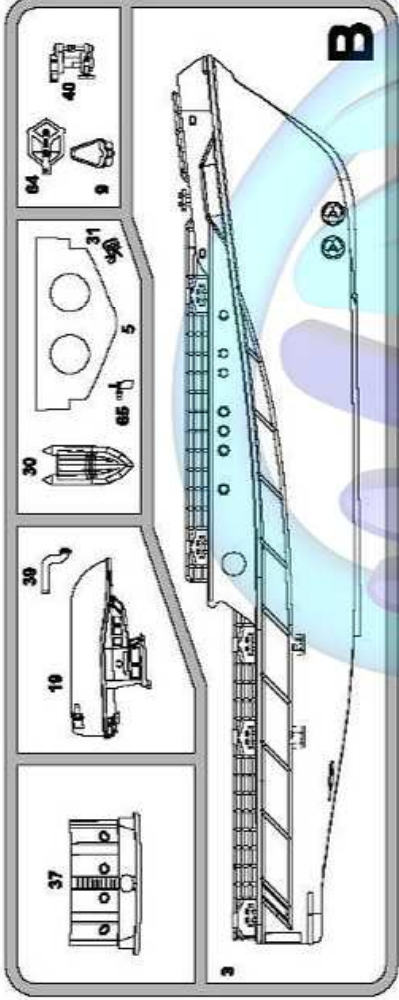
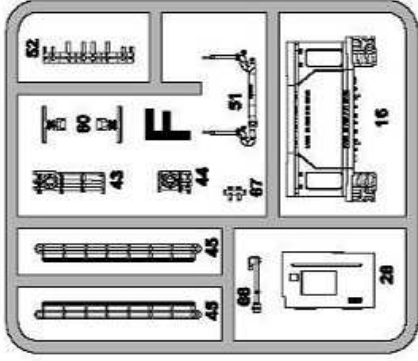
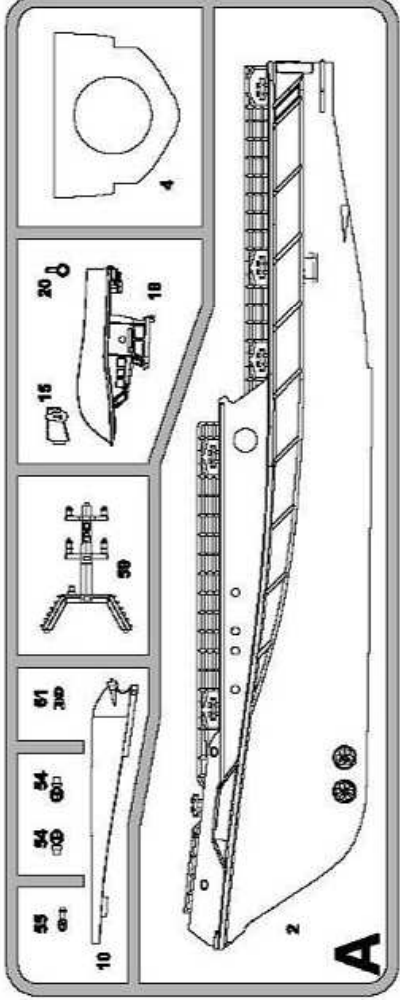
The „Hermann Marwede“ is one of the most up-to-date ships of its type in the world and is the largest sea rescue cruiser ever put into service in Germany. The ship was launched in the summer of 2003 and is stationed on the island of Helgoland in the North Sea. The cruiser is part of a concept developed by the leaders, navigators and technicians at the DGzRS, to enable the crews to continue to fulfil the tasks it has set itself and keep abreast of changing conditions when rescuing people in peril at sea. For the future the meteorologists and climatological researchers predict frequent and more intensive periods of bad weather with prolonged episodes of high winds and storms. Add to this within the next years an expected 50% growth in cargo movements in the Northern European shipping sector plus an increase in sea traffic in the North Sea and the Baltic areas. Already the Baltic ferries are used by over 50 million passengers per year. Both prospects – deteriorating weather conditions and increasing sea traffic – require early initiatives in the field of safety at sea, so that the construction of this sea rescue cruiser was an optimum response to these new conditions. The „Hermann Marwede“ is an ideal addition to the total DGzRS fleet. Due to its size it operates as on-scene coordinator of the other units, even under the most difficult of operating conditions. Her capacity for picking up shipwrecked persons is based on actual emergency scenarios. The technical equipment was planned by the leaders, navigators and technicians on the basis of their experience and requirements and complies with state-of-the-art safety standards. With a maximum displacement of 404 tonnes this sea rescue cruiser has a maximum speed of 25 knots (46.3 km/h) and has a maximum range of 2,120 sea miles (3,926 km) at 15 knots. It is driven by a mid-engine (MTU diesel) 2,720 kW (3,700 hp) and two side engines, each delivering 2,040 kW (2,775 hp). It is provided with ultra-modern equipment such as the latest ARPA radar, electronic nautical chart, sonar, radiogoniometer and air radio equipment. Also on board are a multi-purpose area with a hospital, a crane, a fixed hull rubber dinghy, fire-fighting appliances and a helicopter deck. Her daughter ship the „Verena“ reaches a speed of 18 knots (33 km/h) and has a shallow enough draft to operate in shallow waters.

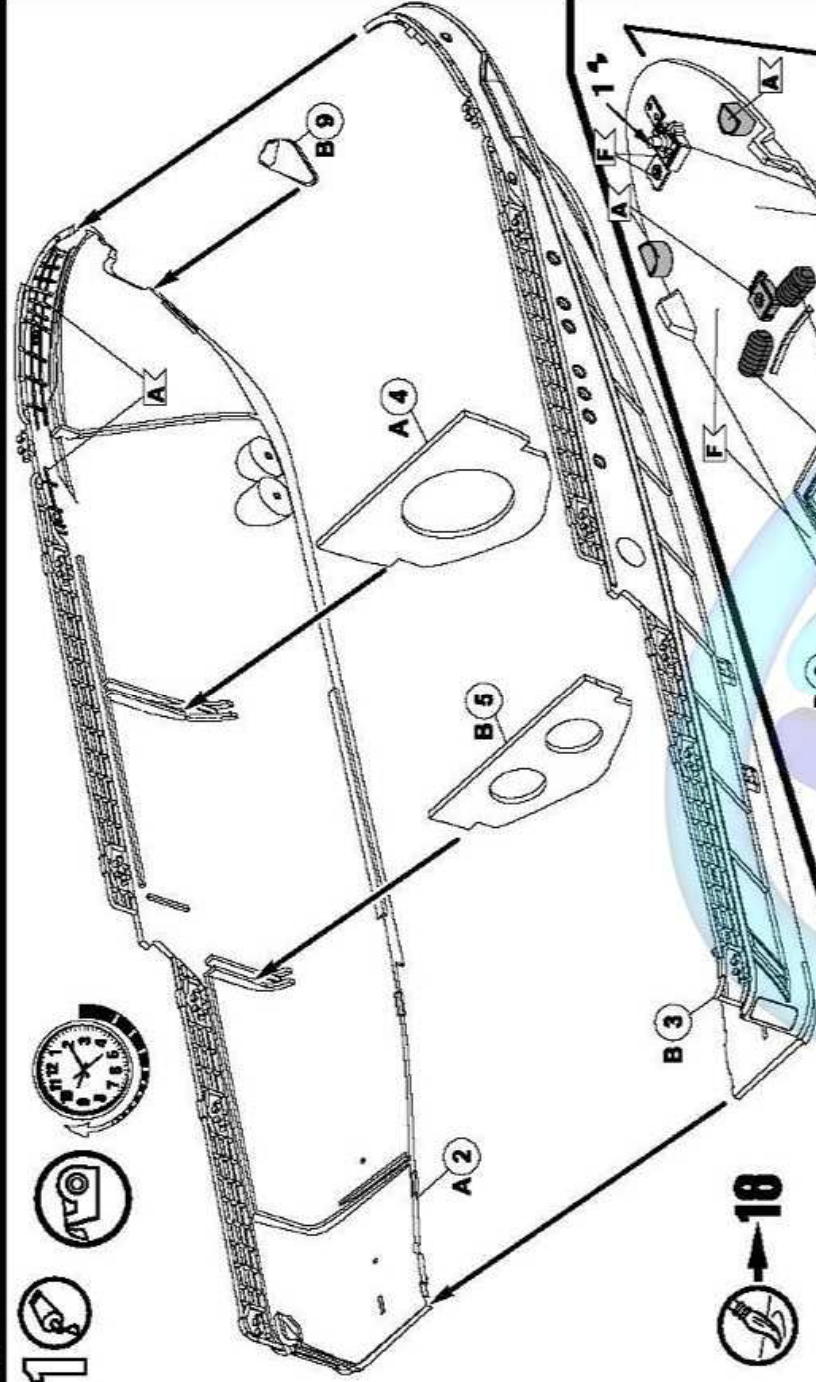
Since they were founded in 1865 the DGzRS lifeboat service has rescued over 76,000 people from life-threatening danger and saved them from a watery grave. With innumerable technical means of assistance for seagoing vessels of all kinds the life-savers were also able to contribute to the prevention of serious accidents. The work of the life-savers is financed exclusively by charitable gifts and voluntary donations.

For more information and the location of the Hermann Marwede, please contact the DGzRS. The ship is located on the island of Helgoland, North Sea. The ship is the largest sea rescue cruiser ever put into service in Germany. The ship is part of a concept developed by the leaders, navigators and technicians at the DGzRS, to enable the crews to continue to fulfil the tasks it has set itself and keep abreast of changing conditions when rescuing people in peril at sea. For the future the meteorologists and climatological researchers predict frequent and more intensive periods of bad weather with prolonged episodes of high winds and storms. Add to this within the next years an expected 50% growth in cargo movements in the Northern European shipping sector plus an increase in sea traffic in the North Sea and the Baltic areas. Already the Baltic ferries are used by over 50 million passengers per year. Both prospects – deteriorating weather conditions and increasing sea traffic – require early initiatives in the field of safety at sea, so that the construction of this sea rescue cruiser was an optimum response to these new conditions. The „Hermann Marwede“ is an ideal addition to the total DGzRS fleet. Due to its size it operates as on-scene coordinator of the other units, even under the most difficult of operating conditions. Her capacity for picking up shipwrecked persons is based on actual emergency scenarios. The technical equipment was planned by the leaders, navigators and technicians on the basis of their experience and requirements and complies with state-of-the-art safety standards. With a maximum displacement of 404 tonnes this sea rescue cruiser has a maximum speed of 25 knots (46.3 km/h) and has a maximum range of 2,120 sea miles (3,926 km) at 15 knots. It is driven by a mid-engine (MTU diesel) 2,720 kW (3,700 hp) and two side engines, each delivering 2,040 kW (2,775 hp). It is provided with ultra-modern equipment such as the latest ARPA radar, electronic nautical chart, sonar, radiogoniometer and air radio equipment. Also on board are a multi-purpose area with a hospital, a crane, a fixed hull rubber dinghy, fire-fighting appliances and a helicopter deck. Her daughter ship the „Verena“ reaches a speed of 18 knots (33 km/h) and has a shallow enough draft to operate in shallow waters.

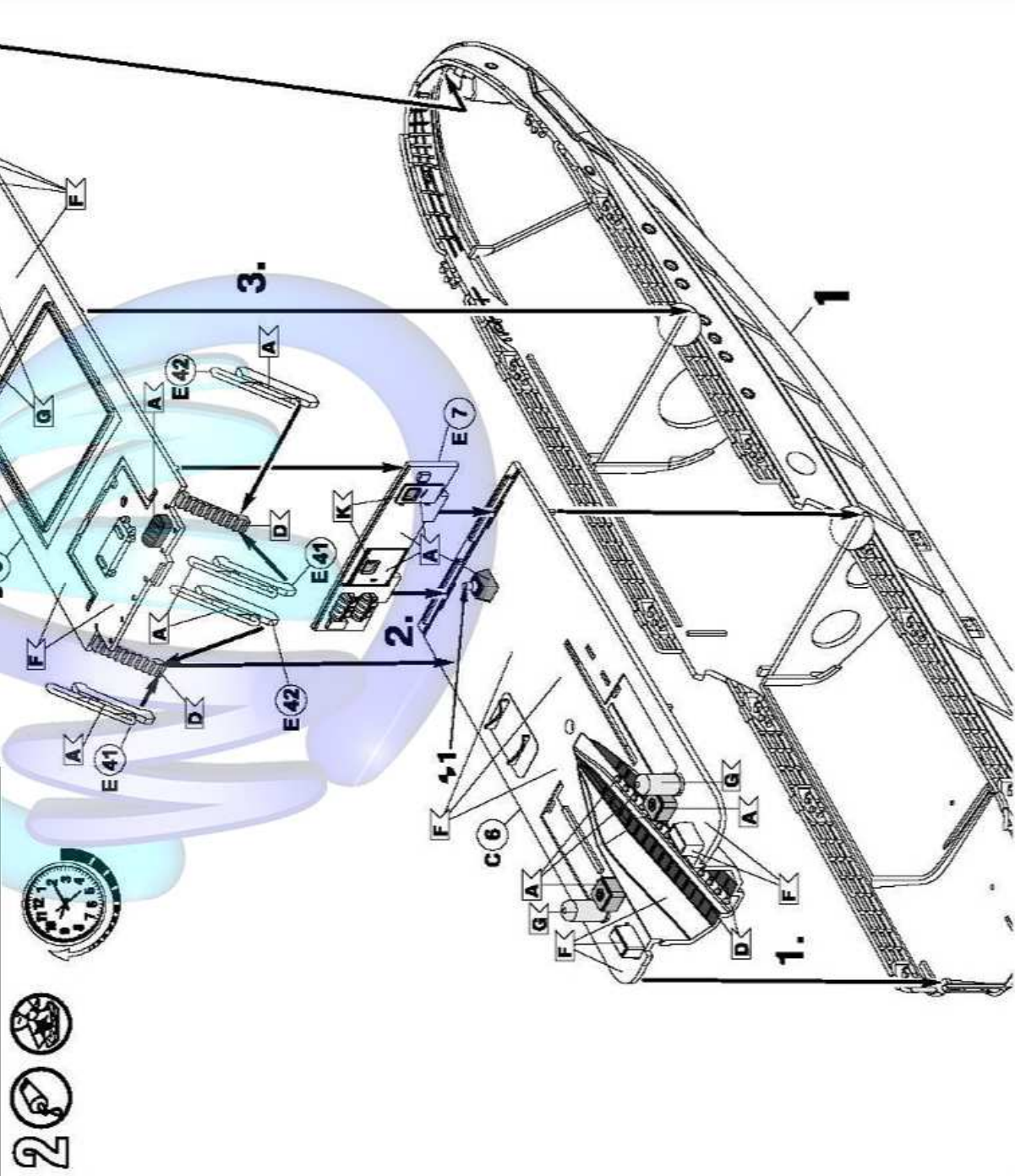
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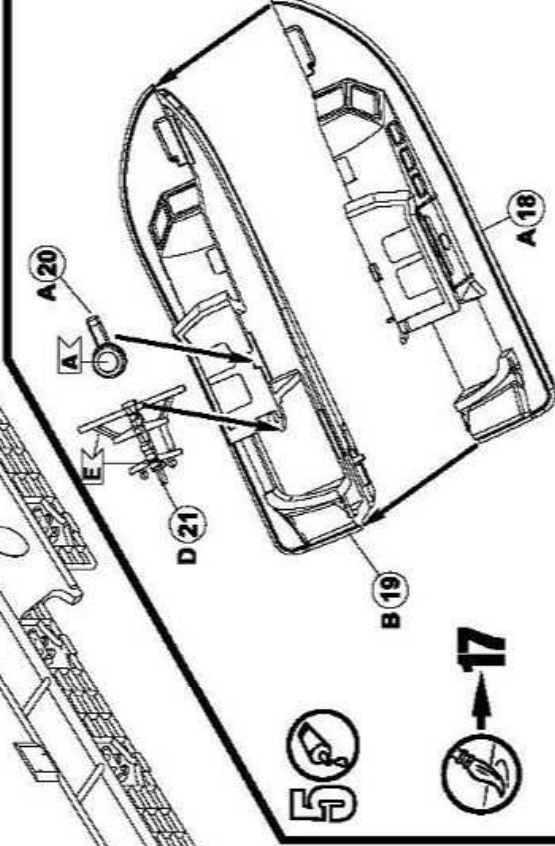
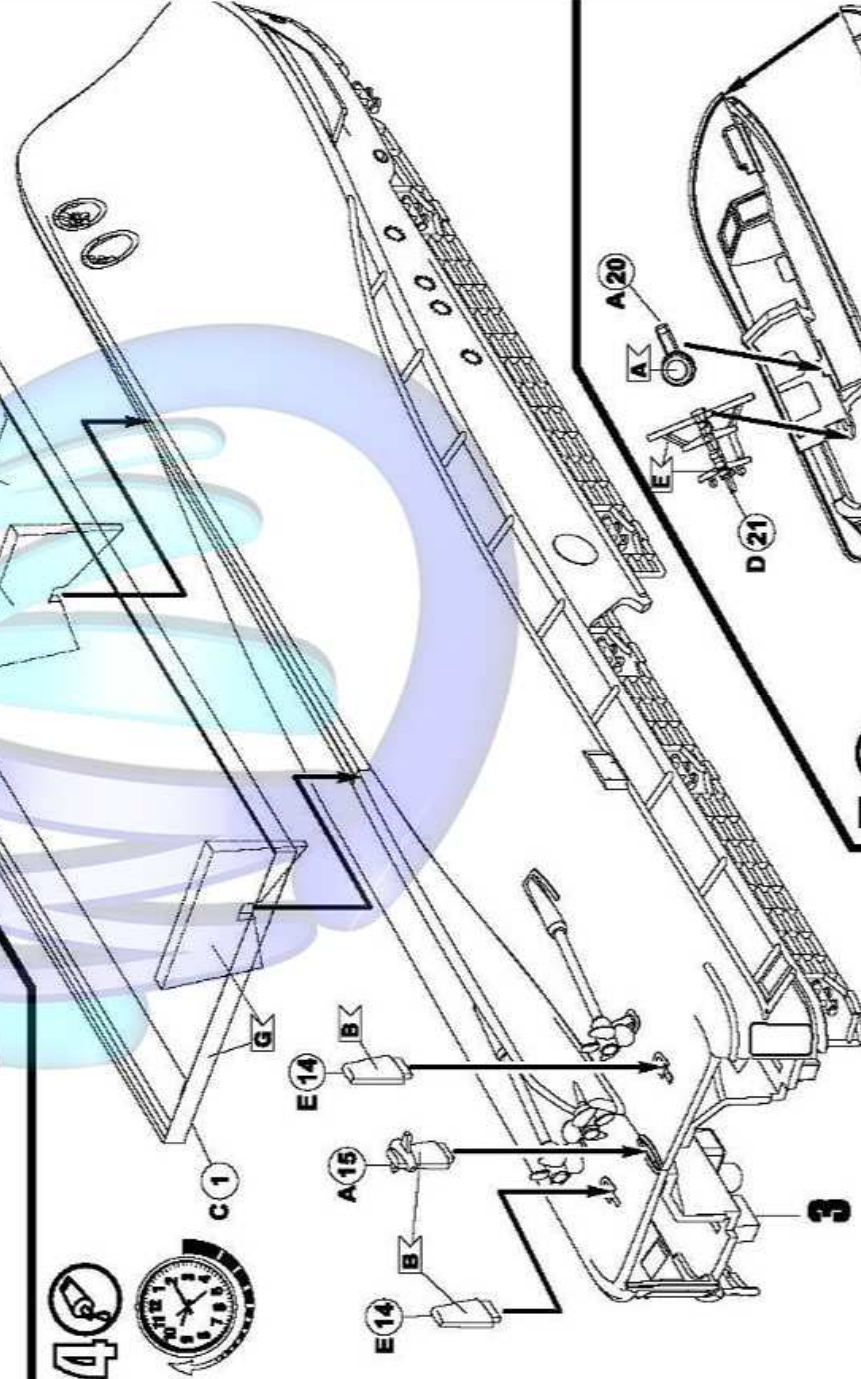
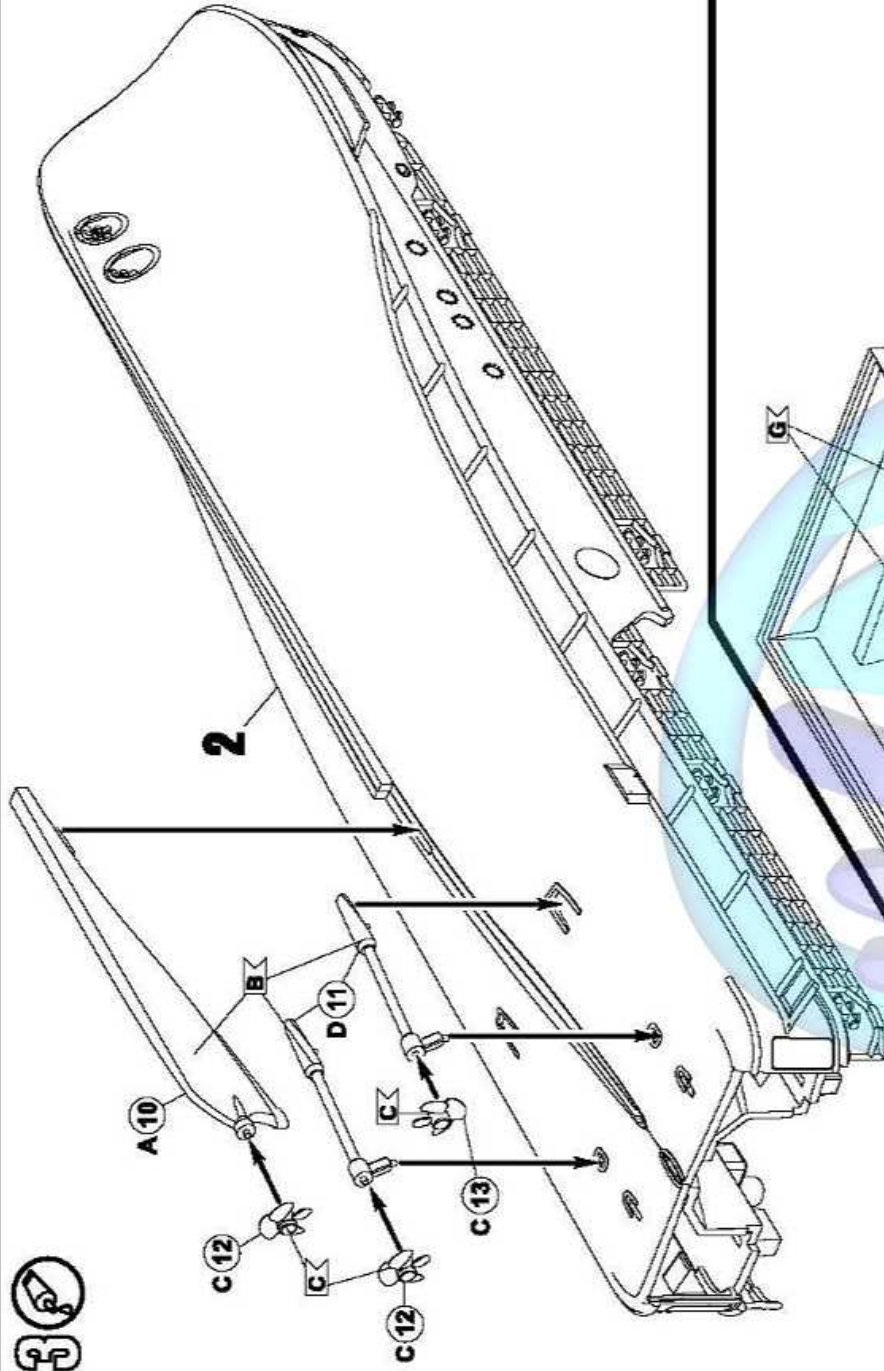
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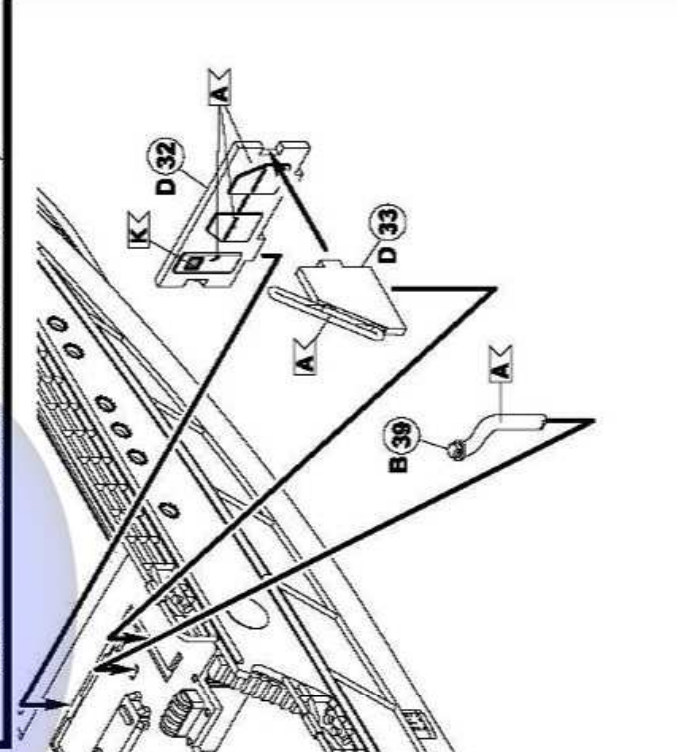
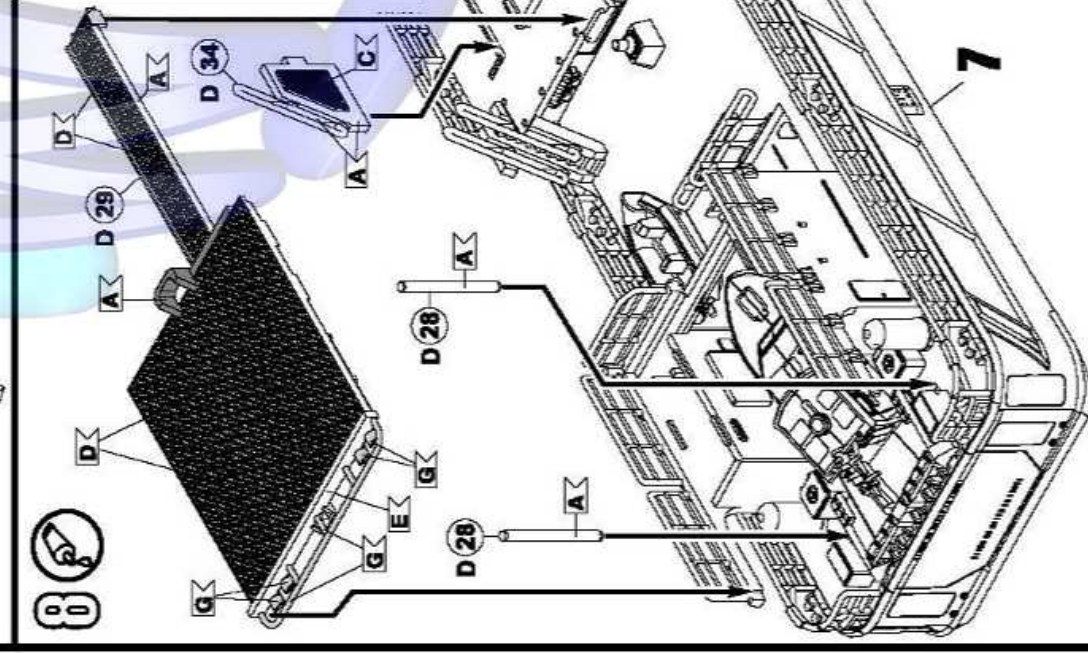
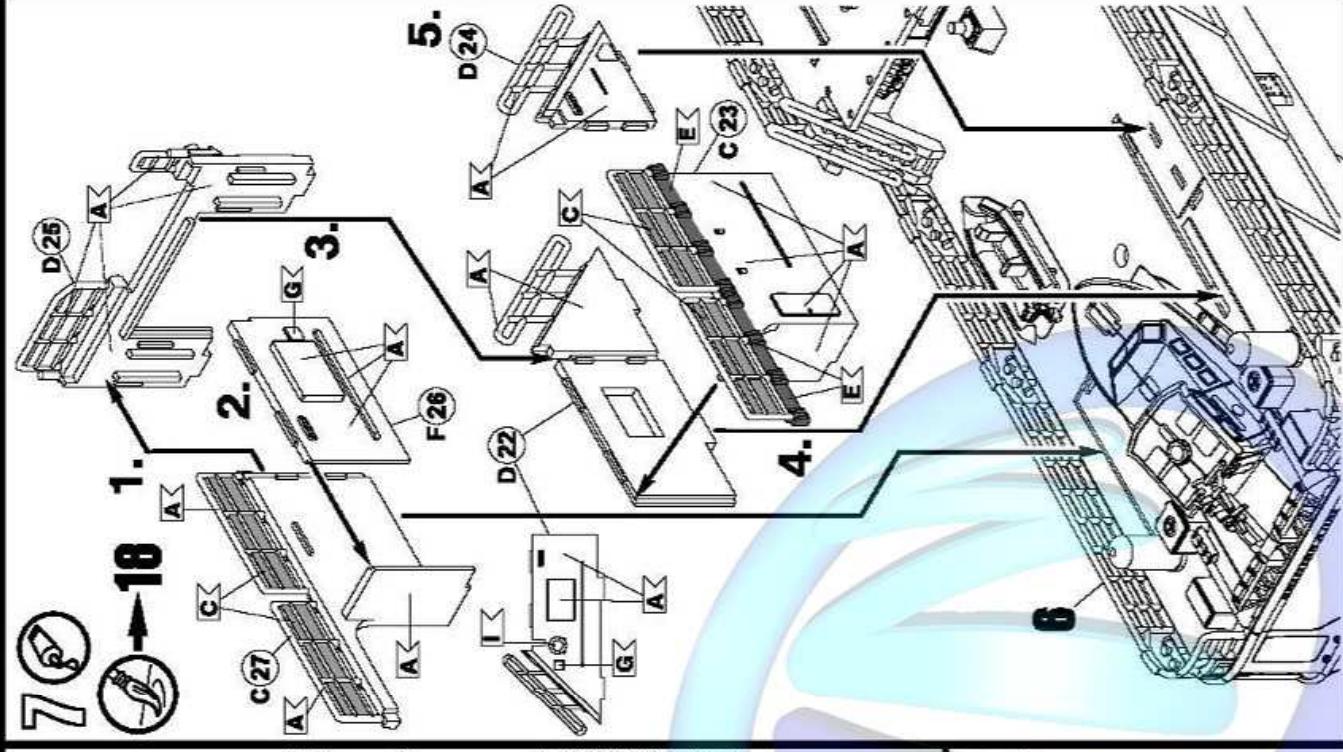
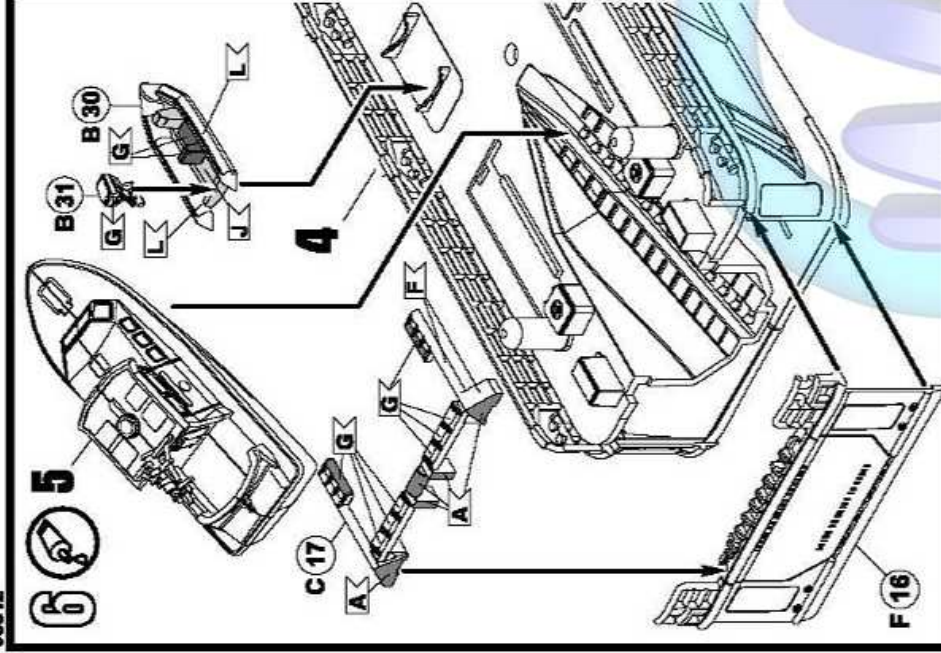


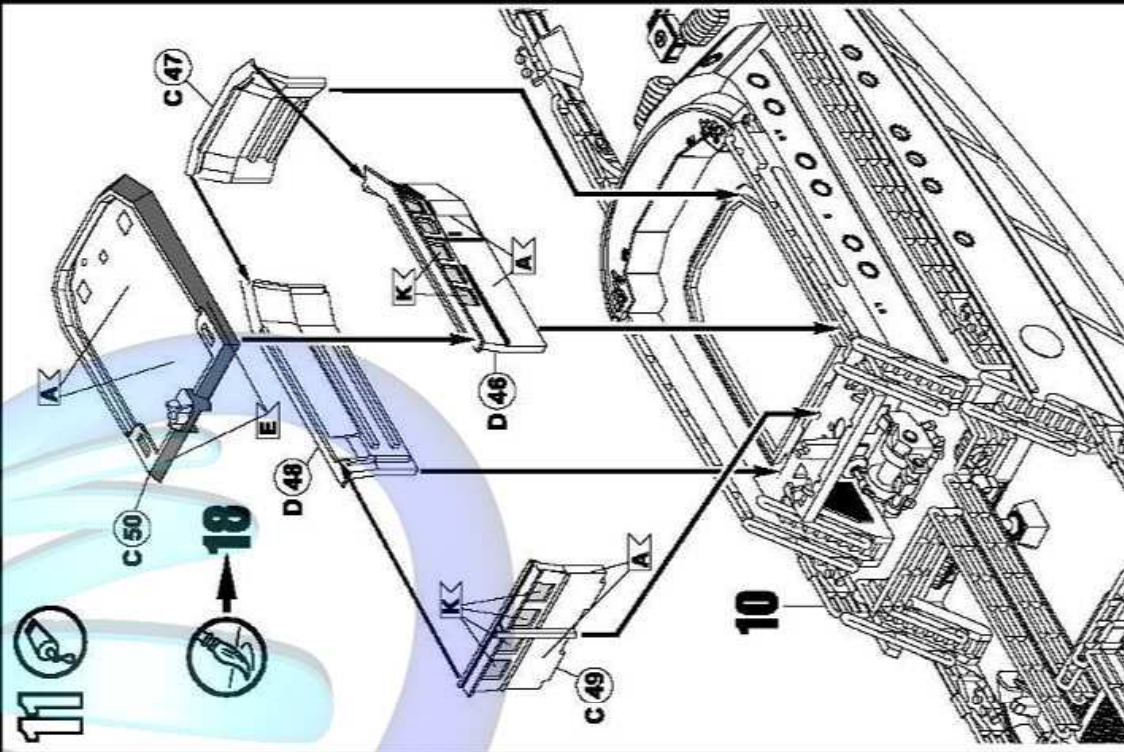
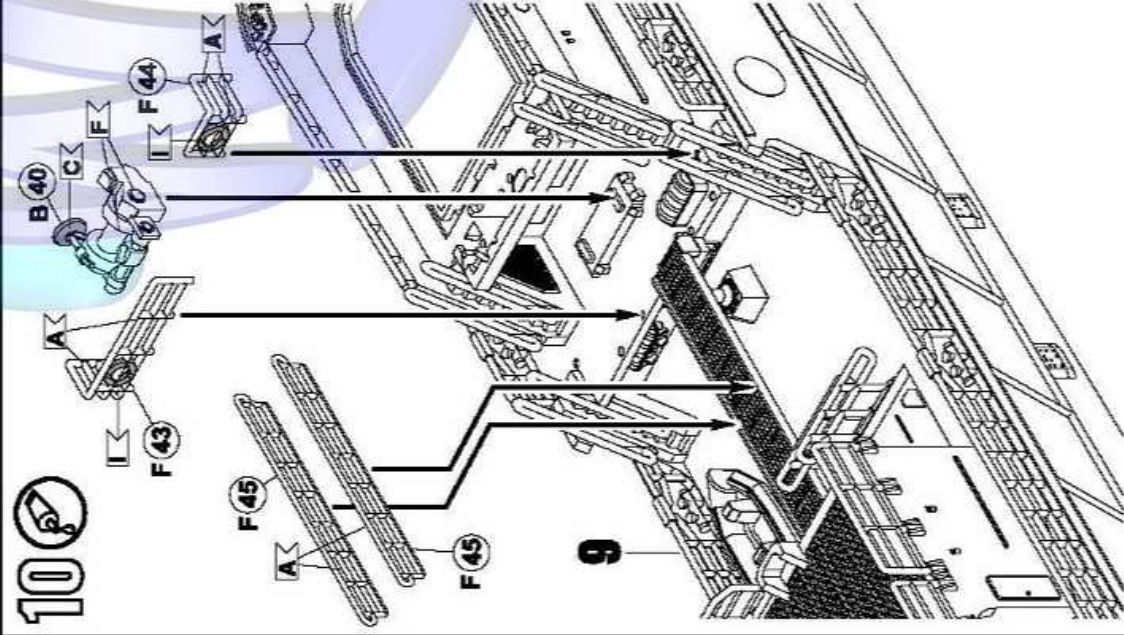
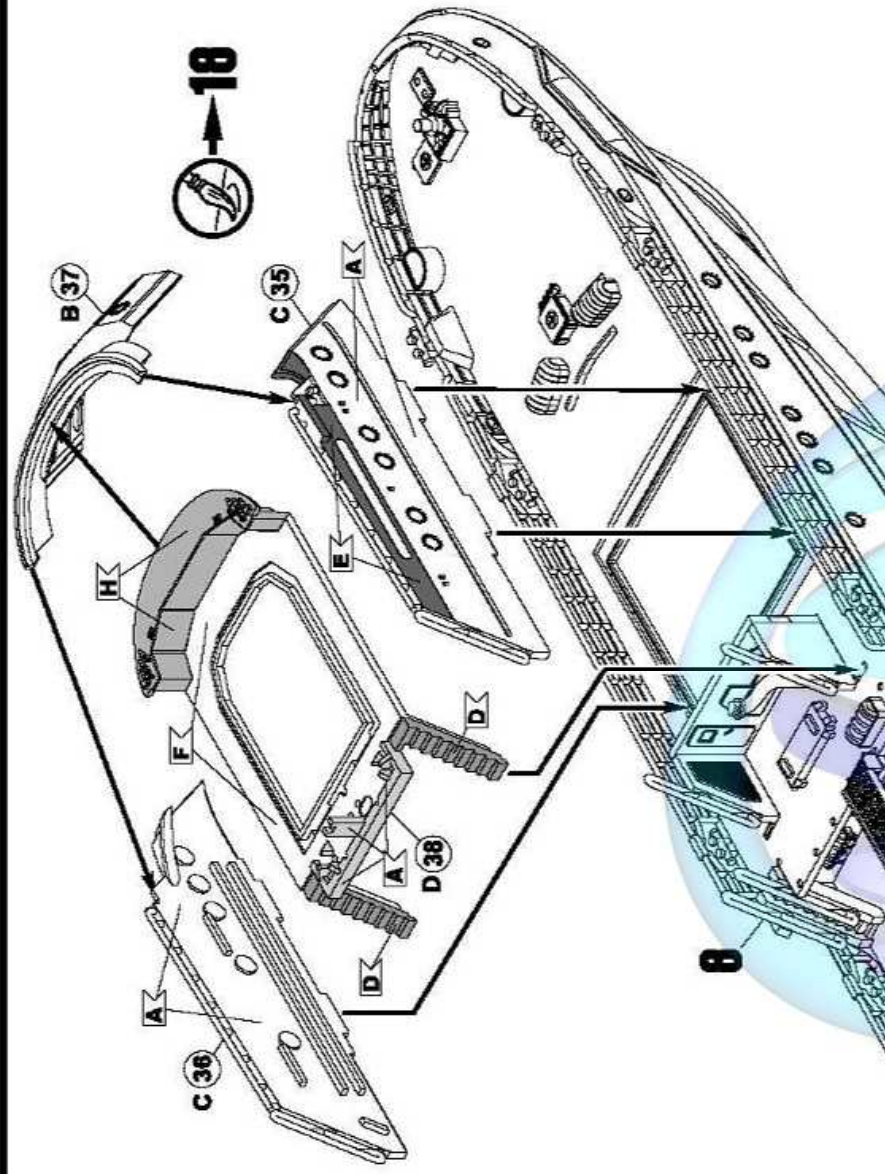


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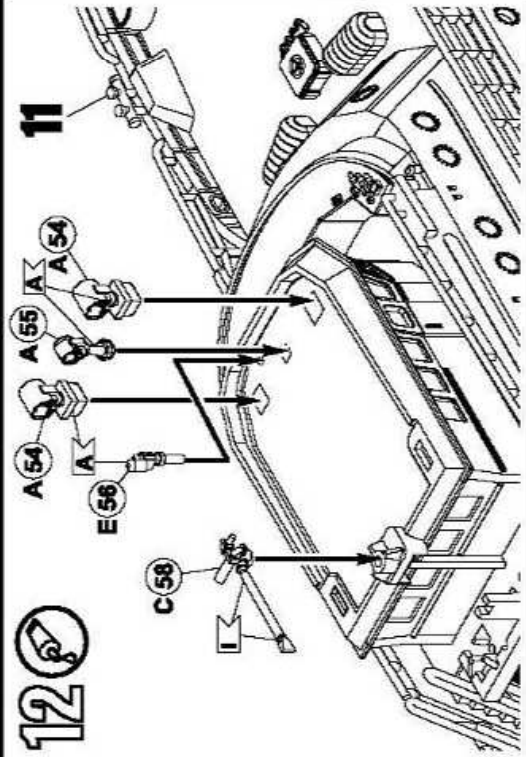




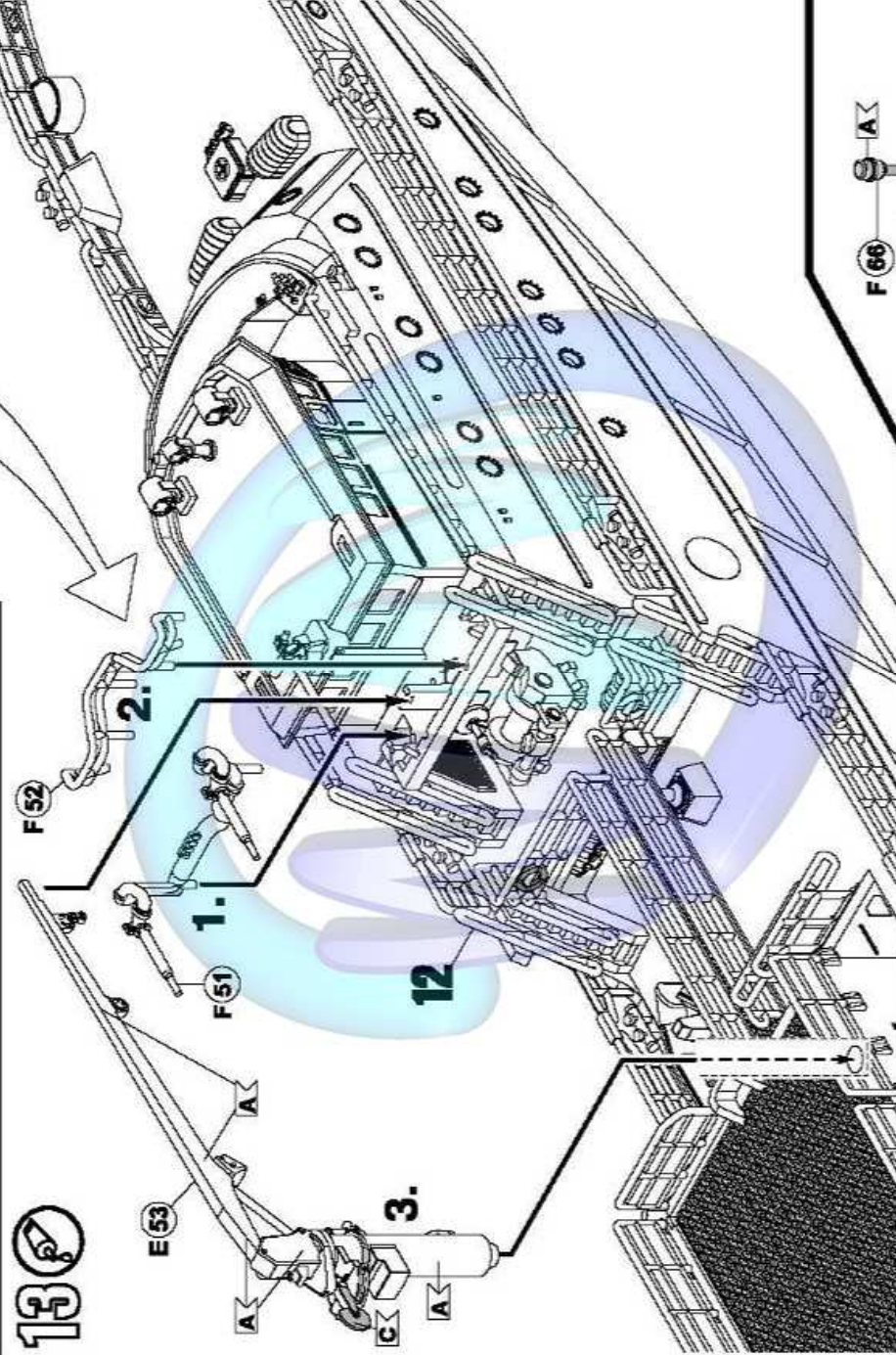




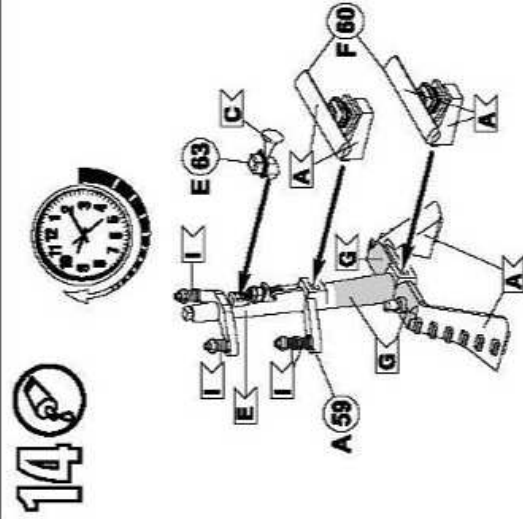
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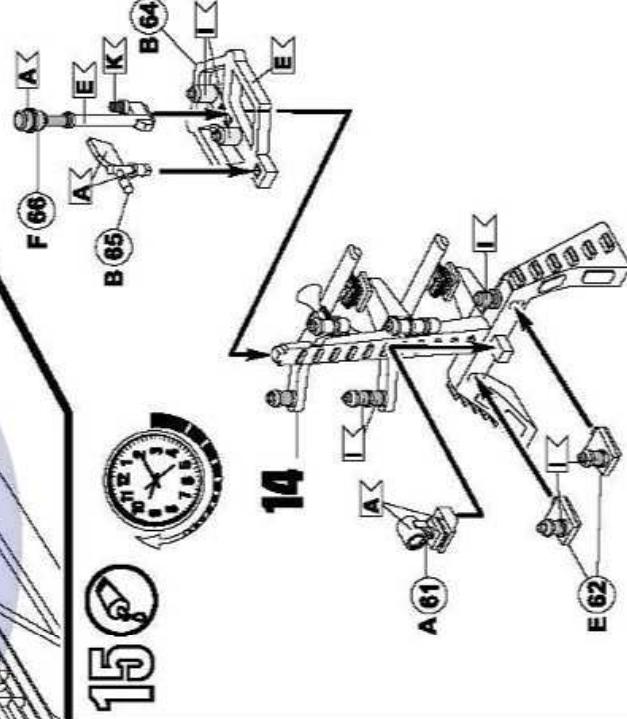
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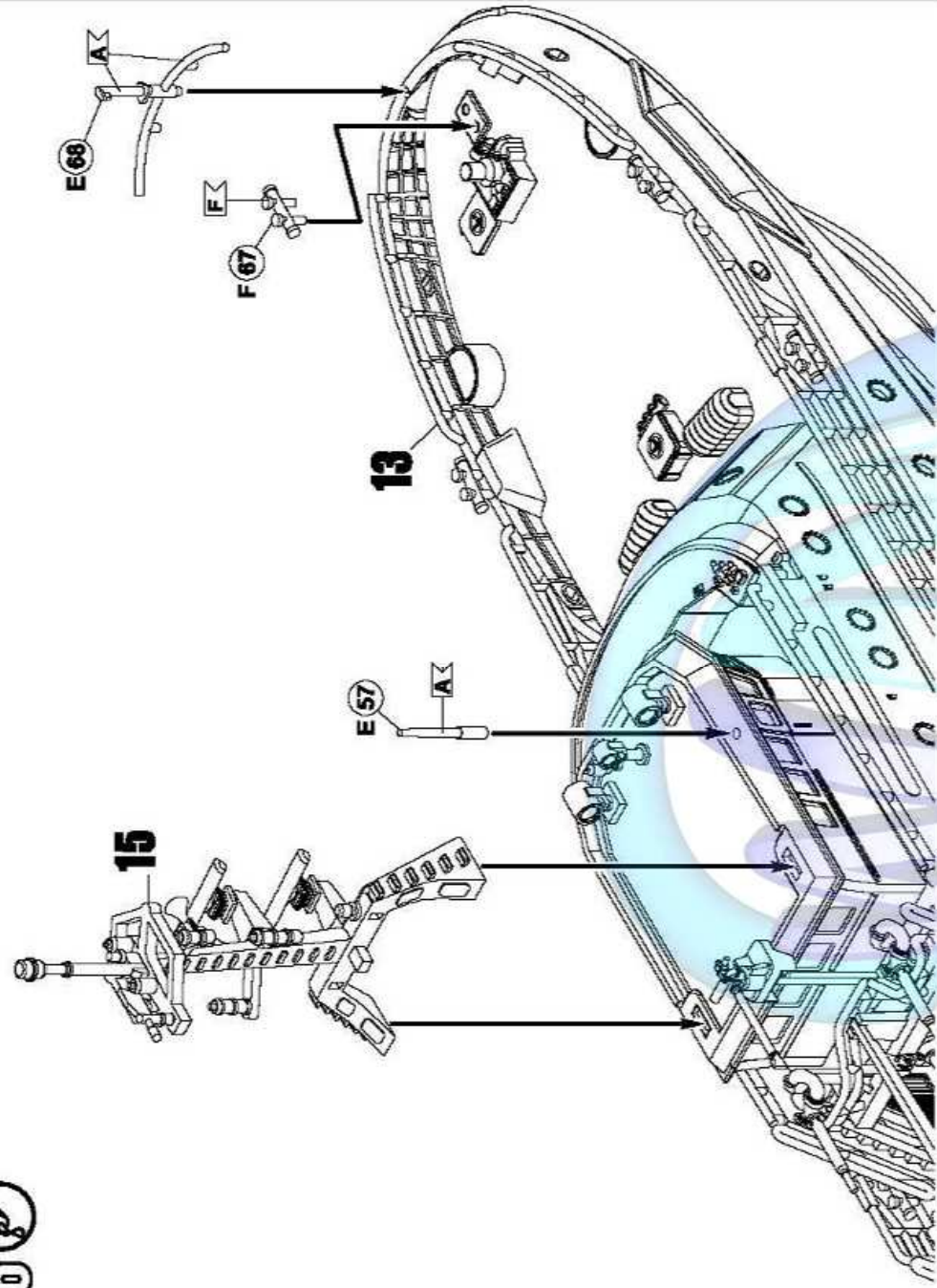
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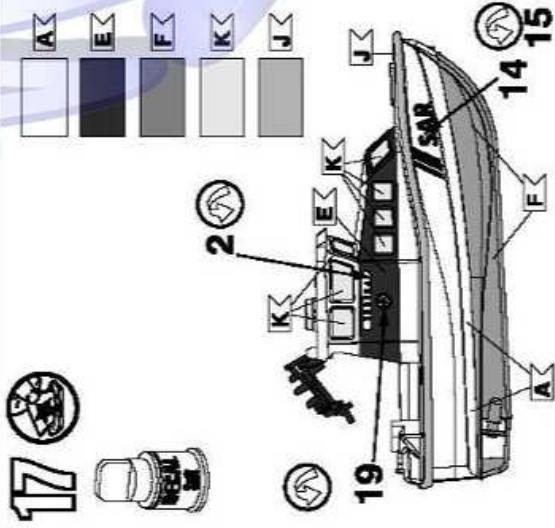
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