

Response Marine Designs- Viking/Response 36RV



Data Sheet: Michael J. Greeley, Spirit of '61

Built for: The USCG Academy, New London, CT

Builder: Viking Welding & Fabrication, LLC , Kensington, NH	
Designer: Response Marine, Inc., Newburyport, MA	
Hull Type: Modified Vee	
Transom Deadrise: 7°	
Midship Deadrise: 17°	
Cutwater Deadrise: 60°	
Hull Construction: Welded Aluminum, 5083 & 5086 H116	
Bottom: 1/4"	
Topsides: 3/16"	
Keel: 3/4"	
Chine: 3/8"	
Bottom Stringers: 5/16"	
Mission: Marine Science	
LOA (hull): 35' 9"	
LWL: 33' 0"	
Beam (hull): 12' 9", not including rub rails	
BWL: 12' 0"	
Draft (hull): 2' 0"	
Displacement: Dockside, full fluids- 18,000 lbs	
Heavy Operating, 20 persons- 21,700 lbs	
Main Propulsion: Twin Cummins QSD 2.8, 220 hp, w/ Twin Disc MG5050A transmissions	
Shaft & Prop : 1 1/2" Aquamet 22 w/ 20"x17", Nibral 4 blade	
Crew: 1 to 2	
Fuel Capacity: 230 gallons	
Max Speed: 23 knots, burning 26 gal per hour	
Cruise Speed: 15 knots, burning 12 gal per hour	
Range at Cruise: 258 nm w/ 10% reserve	
Outfitting:	
A-Frame: 1,500# w/ 1,500# hydraulic winch	
Davit: (2) Radial Arm 500# w/ hydraulic capstans	
Hydraulics: Engine driven via starboard transmission	
Transducer Well: 19" Diameter well with external fairing	
Aux. Equipment:	
Anchor: Danforth 20H w/ 15' of 3/8" chain & 150' of 5/8" rode	
Heat: Heatercraft via engine coolant circuit	
Inverter/Charger: MassCombi, 12/120V, 4000 watt	
Liferaft: Zodiac, 20 person	
Navigation & Sonar: Lowrance HDS-10 w/ 4G radar	
Radios: Icom w/ hailer	
Shorepower: 30 amp w/ Isolation Transformer	
Trim Tabs: Bennett, 12 volt Hydraulic	
Approvals:	
Plans & Construction: USCG approved under Subchapter T	
Stability: Simplified Stability Tests completed and passed for:	
	19 passengers + 1 crew for partially protected route, while lifting 500# at leeward davit & 1,500# at A-frame.
	19 passengers + 1 crew for unprotected, coastwise route, with no davit or A-frame lifting

Response Marine

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