

Submersible PC-1201

The PC-12 series of submersibles built by Perry Submarine Builders is unquestionably the most successful class of submersible constructed to date. The Perry PC-12 class submersibles are the most prolific deep diving boats in the world. They have completed more dives than any class of submersible in existence and enjoy an unblemished safety record.

This ABS classed, dive-ready manned submersible is available for sale, lease or long term charter. PC1201 comes complete with a 20-foot workshop/spares container equipped with everything necessary to support operations either from a vessel or in a remote location.

We are just finishing a ground-up reconstruction of PC-1201 which is now available in "as-new" condition. We can add a wide array of optional equipment, from five function manipulators to high resolution color imaging sonar.

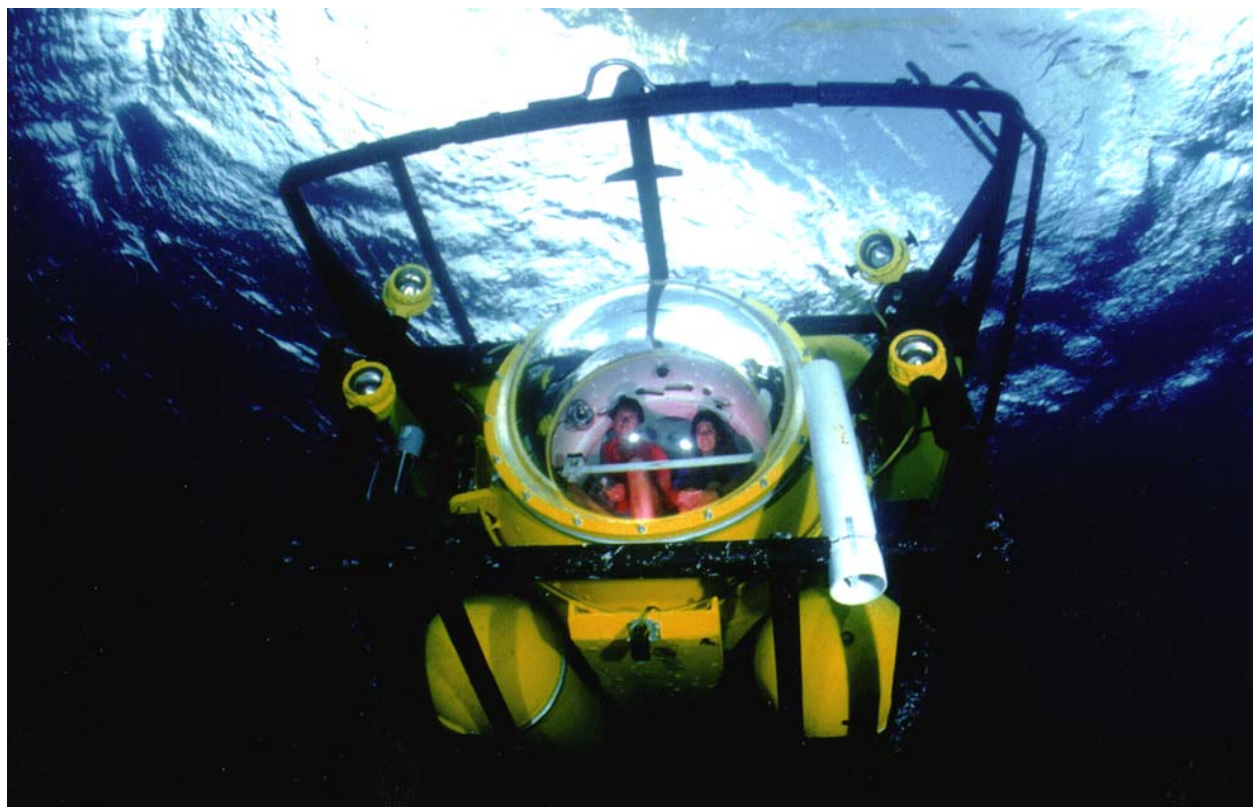
PC1201 is classed and certified by ABS to a maximum depth of 1,000 feet. This highly ma-

neuverable craft is powered entirely by batteries housed in external pods. The submarine accommodates two passengers and a pilot and uses a main propulsion motor and four thrusters for excellent maneuvering capability. It is equipped with powerful underwater lights to enhance viewing in deep/dark water or to bring out the natural colors not seen with ambient light at depth.

Ideal for use aboard a private yacht, as part of a tourist operation or to support commercial/scientific work, PC-1201 has the following characteristics:

- Simple to operate
- Easy to maintain
- Inexpensive
- Reliable
- Safe
- Demonstrated success record

PC-1201 is available immediately for sale or lease and can be inspected in South Florida.



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PC1201 General Specifications:

Classification: +A1 Manned Submersible by the American Bureau of Shipping (ABS)

Builder: Perry Submarine Riviera Beach, Florida

Depth Rating: 304m (1000 FSW)

Length: 7.0 m (23 ft.)

Width: 2.5 m (8 ft. 3 in.)

Height: 2.9 m (9 ft. 7 in.)

Draft: 1.8 m (5 ft. 8 in.)

Crew: Three (3) persons

Payload: 340 Kg (750 lb.) in excess of standard equipment and crew

Weight: Approximately 7,000 Kg (15,400 pounds)

Main Propulsion: 7.46 KW (10 HP) with rudder

Maneuvering Thrusters: Four (4) x one (1) HP with 32 Kg (75 pounds) thrust each

Speed: 3.5 knots maximum

Endurance: to 12 Hourson a single charge

Emergency Life Support: Three (3) crew for seven (7) days

Power: Two (2) pods, 120 Volts - 17.4 KW and 24 Volts - 3.5 KW each or 41.8 KW total using new, high-density batteries

Pressure Hull: 1.22 m (48 in.) inside diameter with internal stiffening rings

Battery Pods: 500 mm (20 in) outside diameter with internal stiffening rings and removable end caps for access to batteries

Material: A-516 and A-537 low temperature service steel

Viewports: One (1) 910 mm (36 in.) diameter forward looking hemispherical viewport and eight (8) 200 mm (8 in.) diameter flat viewports in conning tower – one (1) upward looking in entrance hatch and seven (7) girdling tower

Penetrators: Multiple spares accommodated in removable plates

Emergency DropWeight: 320 Kg (700 lb)

Exterior Lights: Five (5) 1000 Watt Quartz Halogen

Interior Lights: Four (4) 20 Watt red/white lights

Navigation: KVH Fluxgate compass, Depth sounder, optional CTFM or color imaging sonar system

Manipulator: Wired but not currently fitted

Main Air: 6.8 m³ at 150 bar (240 ft³ at 2,250 PSI)

Reserve Air: 6.8 m³ at 150 bar (240 ft³ at 2,250 PSI)

Main Oxygen: 6.8 m³ at 150 bar (240 ft³ at 2,250 PSI)

Reserve Oxygen: 6.8 m³ at 150 bar (240 ft³ at 2,250 PSI)

Main Ballast Tank: 320 Kg (700 lb)

Variable Ballast Tank: 77 kg (170 lb.)

Hydraulics: 1 HP – 80 Bar (1,200 PSI)

Surface Communications: ICOM 25 Watt base station VHF marine radio with handheld back up

Subsurface Communications: Dual frequency four (4) channel Mesotech 703A underwater telephone with 750 (100 Watt) power amplifier

Instrumentation:

Ground fault detector

Water intrusion alarm panel for main hull compartments, battery pods and shaft seal

Rudder angle indicator

HP/LP oxygen and air system gauges

Propulsion Ammeter

Atmospheric monitoring system (oxygen, carbon dioxide, cabin pressure, temperature and humidity)

Safety Features:

320 Kg (700 lb) emergency drop weight

Water sensors in battery pods, main hull and shaft seal warn of water ingress into any of these compartments

BIBS (Built-in Breathing System), masks and life jackets

Three (3) CSE 100 self contained oxygen generating rebreathers

Ground fault detector system

Soft line cutter

Emergency rescue buoy

500 mm (20 in) Hatch freeboard on surface



PC-1201: Reconstruction to "As New" Condition



PC-1201 was undergone an extensive and thorough ground-up reconstruction executed by highly-experienced experts in the manned submersible field. Patrick Lahey and Robert Wicklund Jr. between them have 40 years of experience in all aspects of manned submersible engineering, construction and operations.

PC-1201 represents a unique opportunity to own a completely reconstructed version of the most successful class of submersible in existence.

PC-1201 is suitable for deep diving tourist submersible operations, personal leisure use, commercial work or marine science research. The submersible can be inspected in South Florida.

Reconstruction Tasks

- Blast&paint all components to mil spec.
- Replace shaft seal
- Replace all hull o-rings
- Replace front viewport
- Replace conning tower viewports
- Replace all electrical penetrators
- Rebuild all mechanical penetrators
- Replace all hull stop valves
- Replace all HP air plumbing
- Replace all HP oxygen plumbing
- Replace HP oxgen storage cylinders (hydrotest)
- Replace HP air storage cylinders (hydrotest)
- Rebuild main motor (replace all bearings, seals and test - factory rebuilt)
- Rebuild main motor transmission
- Rebuild VBT pump motor (replace all bearings, seals and test)
- Rebuild VBT pump (factory rebuilt by Hypro)
- Rebuild rudder hydraulic cylinder (1)
- Rebuild dive plane hydraulic cylinders (1)
- Rebuild drop tray hydraulic cylinder (1)
- Replace batteries
- Replace all battery terminals

- Purchase hydrocatylator pucks for all cells
- Rebuild battery trays and seal with acid resistant resin
- Replace water alarm probes in battery pods
- Replace water alarm probes in pressure hull (both compartments)
- Replace crash guard frame
- Replace drop tray
- Replace wooden skids at base of battery pods
- Rebuild all GRP skins and repaint
- Rebuild electrical distribution panels (replace defective wiring, worn or damaged components)
- Rebuild water alarm panel
- Replace original motor control unit with latest Curtis unit
- Calibrate HP/LP air and oxygen gauges
- Calibrate depth guages
- Replace VHF
- Replace UWT and rebuild 100 Watt power amplifier
- Replace UWT transducers
- Replace all exterior interconnecting cabling
- New operating and maintenance manuals

