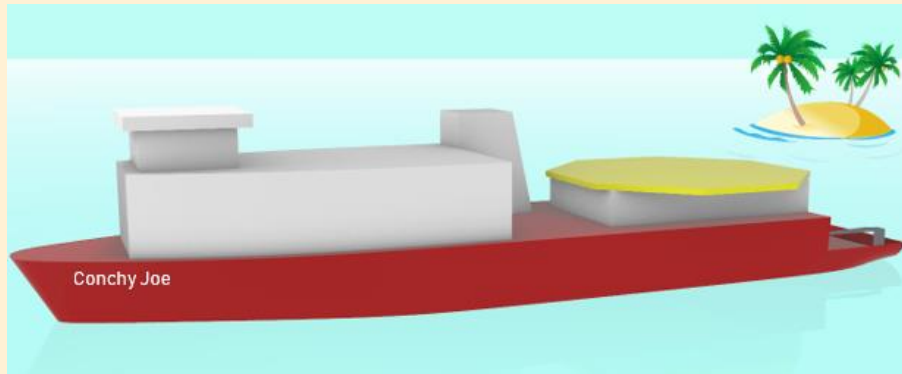


# Bahama Mamas Naval Architects



Principal Particulars	
LOA:	75.0 m
LBP:	72.1 m
Beam:	18.0 m
Depth:	11.0 m
Draft:	6.0 m
Displacement:	5502 MT
Max Speed:	20 kts
Crew:	10/45
Passengers:	100
Cars:	34

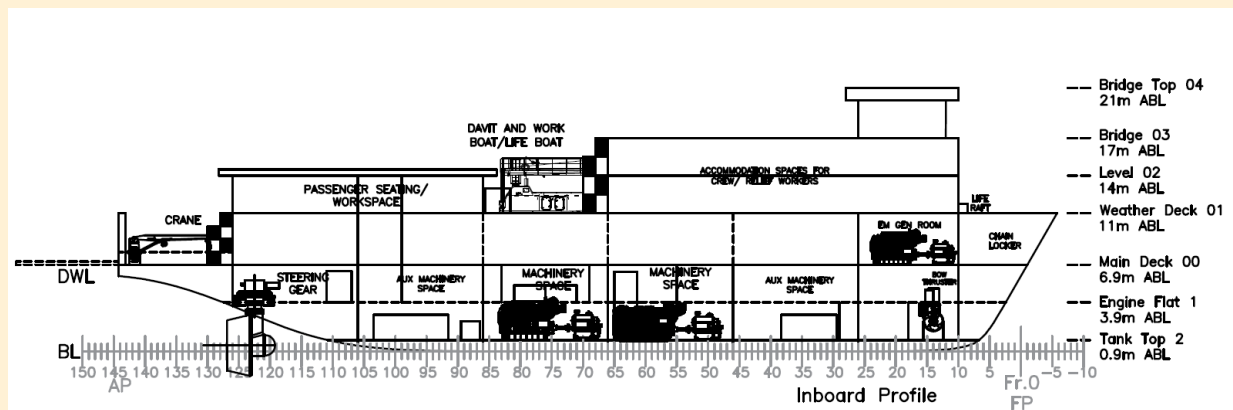
The M/V *Conchy Joe* is a purpose-built humanitarian relief vessel designed to respond to natural disasters in the Caribbean. It is capable of delivering supplies, relief workers, communications, a medical team, fresh water, and survey equipment for a command and control center. The vessel is capable of remaining on-site for 14 days without requiring replenishment.

The vessel's secondary mission is a day ro-pax ferry operating in the Bahamas, remaining in service for 200 days per year.

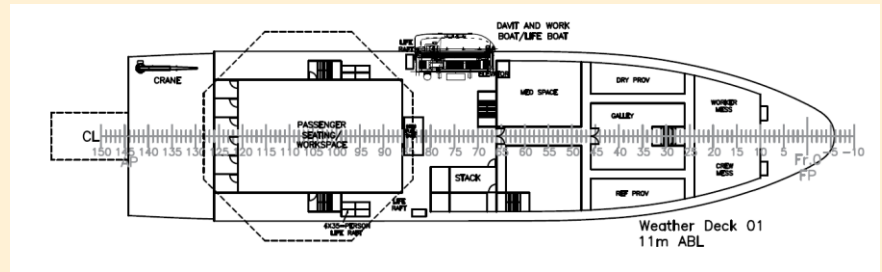
The M/V *Conchy Joe* is flagged in the Bahamas and must comply with ABS and SOLAS regulations. The vessel must also comply with EPA Tier-4 emissions requirements.

The vessel contains a crane and an articulated folding ramp to transport supplies ashore. The ramp also provides ro-ro capabilities for the vessel's secondary mission. The vessel is fitted with a helideck for an S-92 Sikorsky helicopter. The ship is able to deploy a small seven-meter boat with a davit.

Machinery	
Propulsion:	2 x Cat MTA834 Z-Drive
Generators:	3 x Cat C280-12 Gen Sets
	2 x Cat C280-8 Gen Sets
	1 x Cat 3615C Em. Gen Set
Bow Thruster:	1 x Wartsila CT 150H
FW Generator:	1 x Cat 3615C Em. Gen Set
Cargo Crane:	1 x Palfinger PSM1200

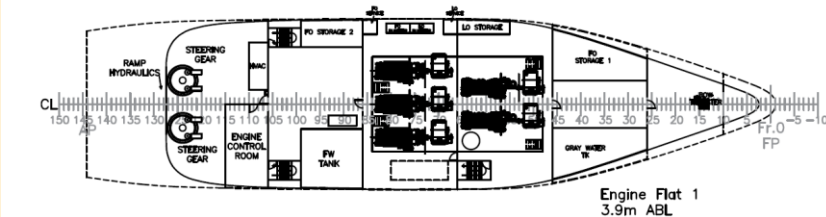
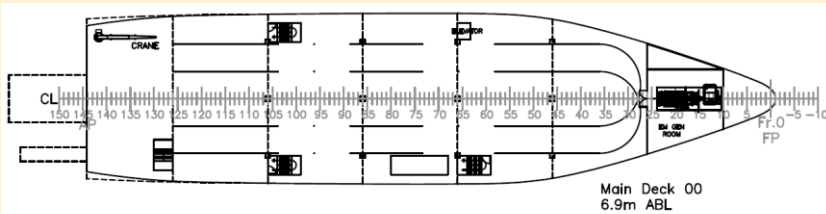


The work boat is located on the weather deck, to be deployed by a davit. The deckhouse contains accommodations for 10 crew + 35 relief workers. The aft superstructure, beneath the helideck, acts as a passenger space in ferry mode and as a multi-purpose workspace in relief mode.

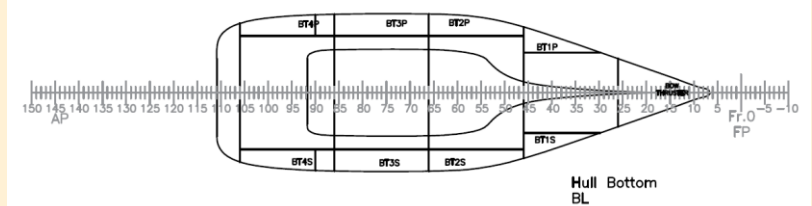
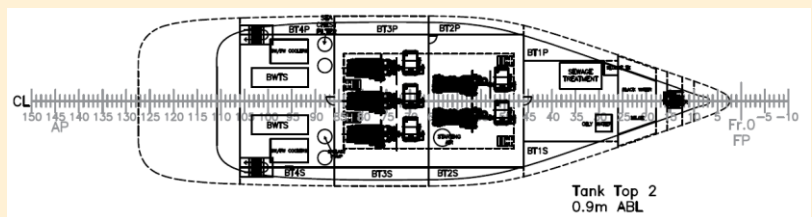


The main deck contains the cargo area for humanitarian relief mode and acts as the car deck in ferry mode. Passengers will drive onto the car deck by way of the articulating ramp and then ascend to the aft superstructure for the duration of the trip.

The engine flat contains the top deck of the machinery and auxiliary machinery spaces, the steering gear, and the bow thruster.



The tank top is the lower level of the machinery and auxiliary machinery spaces and includes propulsion, ship service power and water treatment. The ship contains double sides for tanks.



# Bahama Mamas Naval Architects

## Daniel Desio

Hometown: Marietta, GA

Work Experience:

- Metal Shark Boats: Franklin, LA (2018, 2019)
- Matson Navigation Company: M/V *Manoa* (2019)
- Gilbert Associates: Braintree, MA (2020)

Relevant Experience:

- Volunteered in the Caribbean in Middle and High School

Post Webb Plans: Live somewhere with snow in the winter



## Addie Lindyberg

Hometown: Stockton Springs, ME

Work Experience:

- Newport News Shipbuilding: Newport News, VA (2018)
- Matson Navigation Company: M/V *Cape Horn* (2019)
- Navatek: Portland, ME (2019)
- BLOM Maritime: Davie, FL (2020)

Relevant Experience:

- Family vacations to the Caribbean

Post Webb Plans: Unsure, but interested in mechanical engineering and sustainability



## Shannon Liu

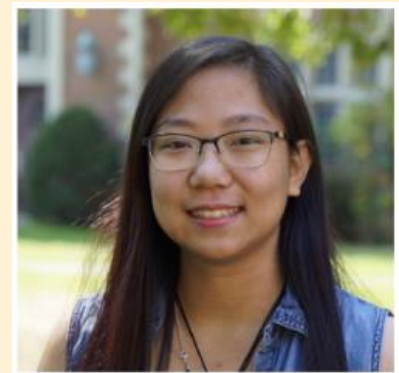
Hometown: Phoenix, AZ

Work Experience:

- Willis Engineering: Phoenix, AZ (2017)
- Newport News Shipbuilding: Newport News, VA (2018)
- Stolt Tankers BV: Stolt *Tenacity* (2018-2019)
- Metal Shark Boats: Franklin, LA (2019)
- Stolt-Nielsen BV: Rotterdam, NL (2020)

Relevant Experience: I have been on a ferry, it was not a Ro-Ro

Post Webb Plans: Graduate School



## Lina Tenenbaum

Hometown: Brooklyn, NY

Work Experience:

- Westport Yachts, LLC: Westport, WA (2018)
- Matson Navigation Company: M/V *Cape Henry* (2019)
- Gibbs & Cox: Arlington, VA (2020)

Relevant Experience: SEA Program in the Cayman Islands

Post Webb Plans: A career in New York City!

