

Seenotkreuzer DGzRS „Arkona“

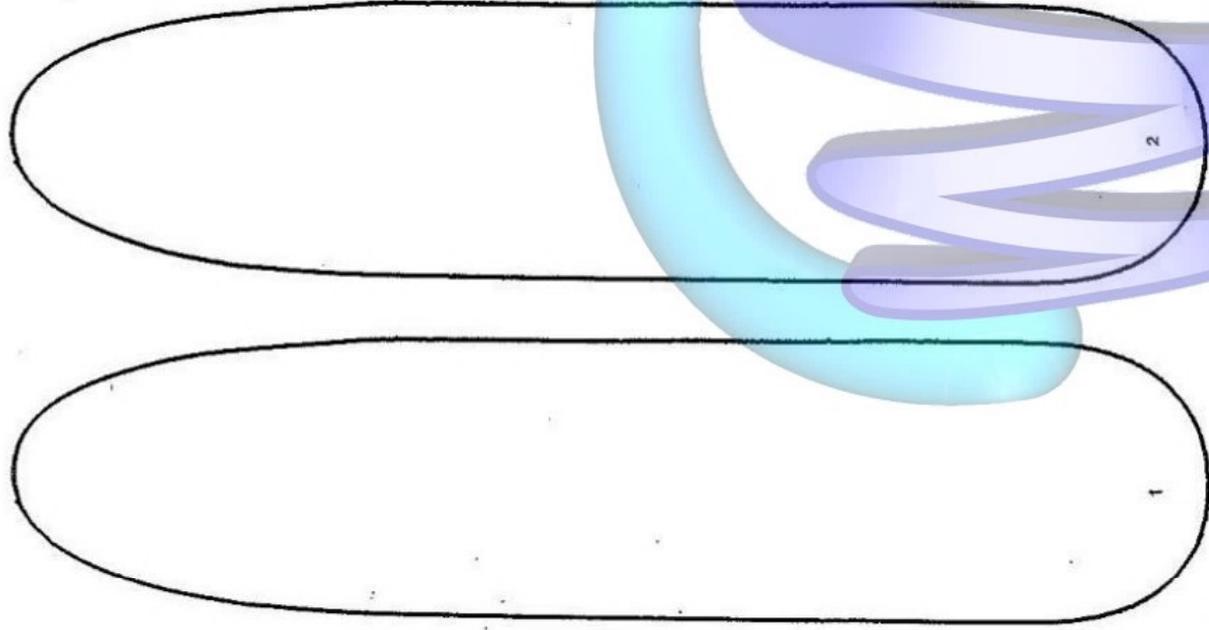
Orkanböen mit über 100 km/h Geschwindigkeit, über fünf Meter hohe Wellenberge, Regenschauer und Kälte - unter diesen Bedingungen müssen die Seenotkreuzer der Deutschen Gesellschaft zur Rettung Schiffbrüchiger (DGzRS) oft ihre Einsätze fahren. Im Laufe der über 130jährigen Geschichte des Seenotrettungswerks haben die Schiffe der DGzRS unter widrigsten Arbeitsbedingungen mehr als 64.000 Menschen aus Seenot gerettet und aus Gefahr befreit. Die Rettungsflotte besteht aus insgesamt 57 Schiffen (Stand 1999). Mit einer Feuerlöschkapazität von je 36.000 l pro Minute ist der Seenotkreuzer ARKONA/Station Salfnitz (Mecklenburg-Vorpommern) einer der leistungsfähigsten und modernsten SAR-Einheiten, die mit Schwesterschiffen in Nord- und Ostsee von der DGzRS eingesetzt werden. Die Konstruktion ist so ausgelegt, daß die Seenotkreuzer in Grundsee und Brandung außerordentlich gute See-Eigenschaften haben und auch unter schwersten Bedingungen bei einem Havaristwylängsseits gehen können. Der Antrieb besteht aus einem MTU-Dieselmotor mit 1.200 kW (1.632 PS) und zwei MWM-Dieselmotoren mit je 574 kW (781 PS). Geschwindigkeit: 24 Knoten (ca. 44,5 km/h); Reichweite: 2.300 Seemeilen. Die Besatzung besteht aus 9 Mann, von denen sich 4 ständig an Bord befinden. Die beiden ferngesteuerten Feuerlöschmonitore am oberen Fahrstand können pro Stunde ca. 2.200 m³ Wasser über eine Wurfweite von rund 130 m in Brandherde ausstoßen. Ferner können zwei weitere, kleinere Monitore mit je 144 m³/Stunde für Schaummittel angeschlossen werden. Zur Ausrüstung gehört auch ein Bordhospital für den Erste-Hilfe-Einsatz mit Warmluftbeatmungsanlage und EKG-Telemetrie-Anlage. Das in einer Wanne auf dem Achterdeck platzierte Tochterboot kommt dank seines geringen Tiefgangs in Flachwasserbereichen zum Einsatz und erreicht eine Geschwindigkeit von 17 Knoten (ca. 30 km/h).

Search and Rescue Cruiser DGzRS "Arkona"

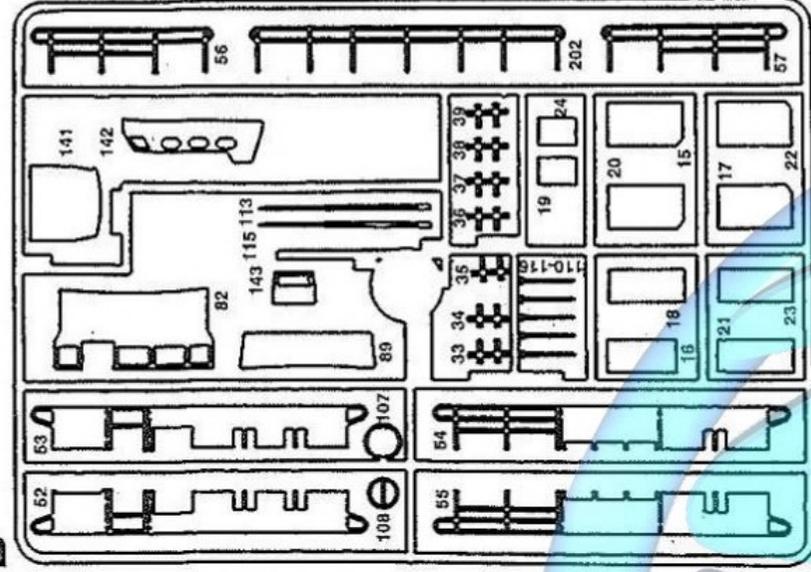
Gale-force winds of over 100 km/h, giant waves towering over five metres, heavy rain and icy cold - such conditions are nothing unusual for the motor lifeboats of the DGzRS (German sea rescue association). In the course of the 130 years since the DGzRS was founded, its boats have rescued more than 64,000 people from distress or danger at sea, often in the most adverse working conditions. The rescue fleet comprises a total 57 boats (1999 figure). One of its most high-performance and modern SAR vessels is the ARKONA; stationed in Salsnitz (NE German state of Mecklenburg-West-Pomerania on the Baltic coast), it has a fire extinguishing capacity of 36,000 litres/min. A special structural design gives the ARKONA outstanding nautical capabilities in ground swell and breakers and - even in the most difficult circumstances - allows it to be manoeuvred alongside ships in distress. The ARKONA is powered by an MTU diesel engine with 1,200 kW (1,632 h.p.) and two MWM diesel engines each with 574 kW (781 h.p.). Speed: 24 knots (approx. 44.5 km/h); range: 2,300 nautical miles. It has a crew of 9, 4 of whom are permanently on board. The two remote-controlled fire extinguisher monitors located on the upper navigating stand are capable of directing around 2,200 m³ of water per hour over a distance of about 130 m right into a fire source. Two further monitors can be connected up for discharging foam compound; these are smaller with a capacity of 144 m³ each per hour. The ARKONA is also equipped with a board hospital for first-aid treatment, including hot-air artificial respiration equipment and an ECG telemetry system. With its small draught, the launch located in a cradle on the afterdeck is ideal for service in shallow waters and reaches speeds of up to 17 knots (approx. 30 km/h).

Forma i kolorystyka i rysunek i logo Revell AG/Revell Modeling Inc. Wykonanie i drukowanie w Polsce.
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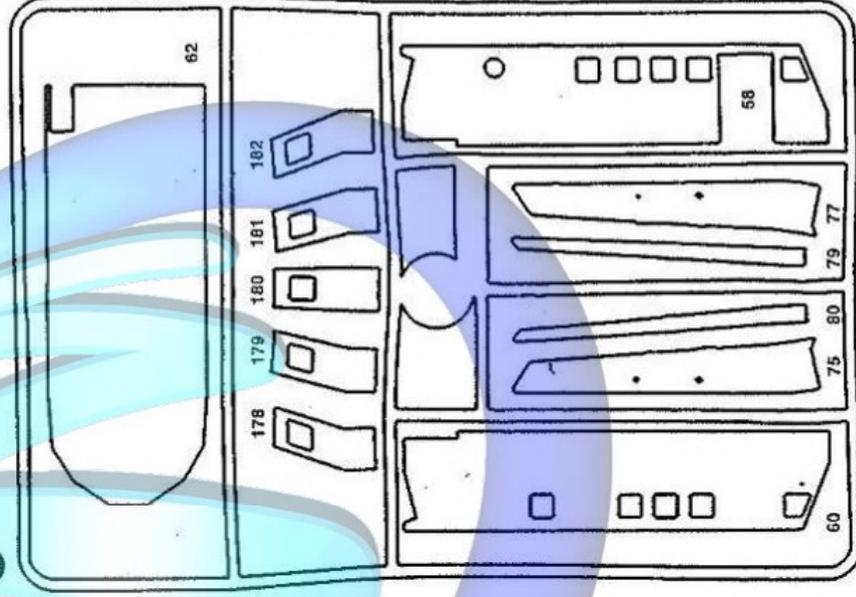
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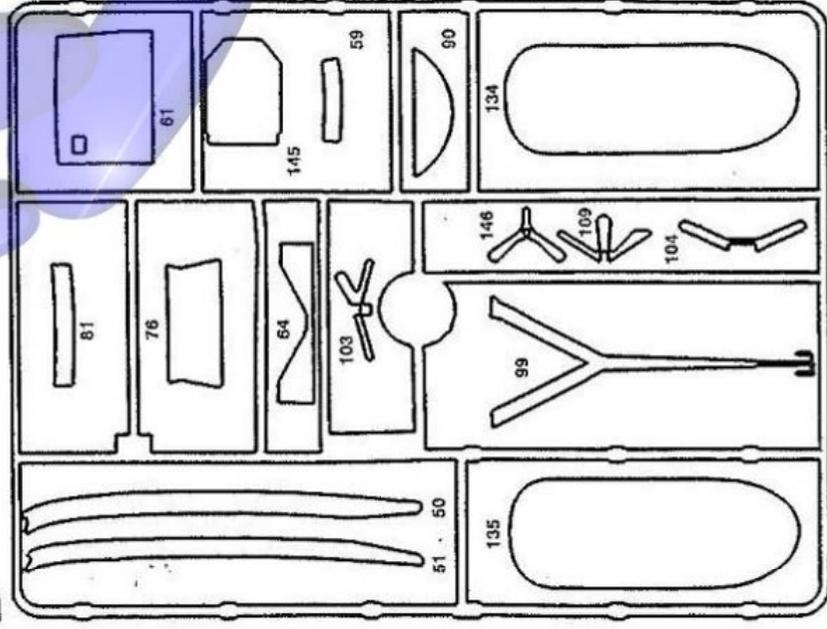
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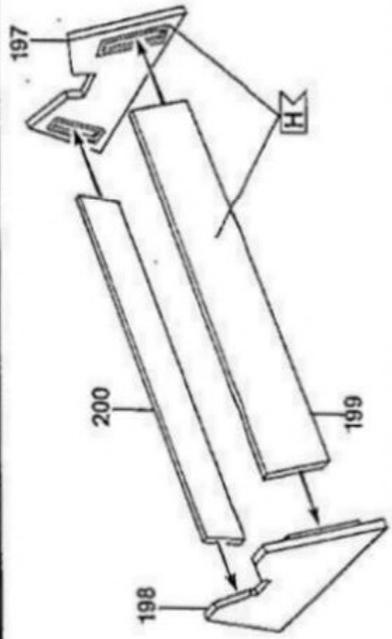
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D



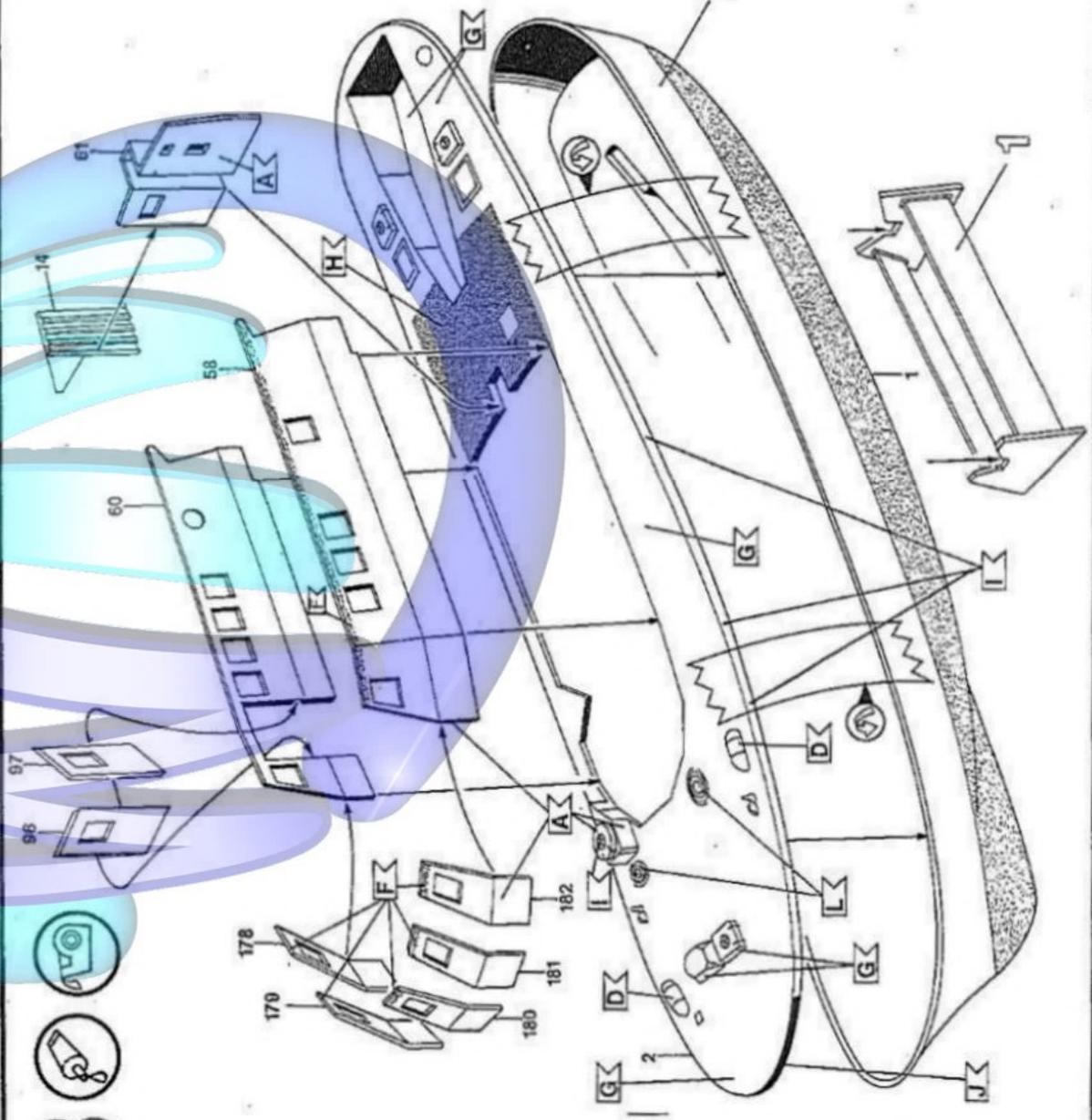
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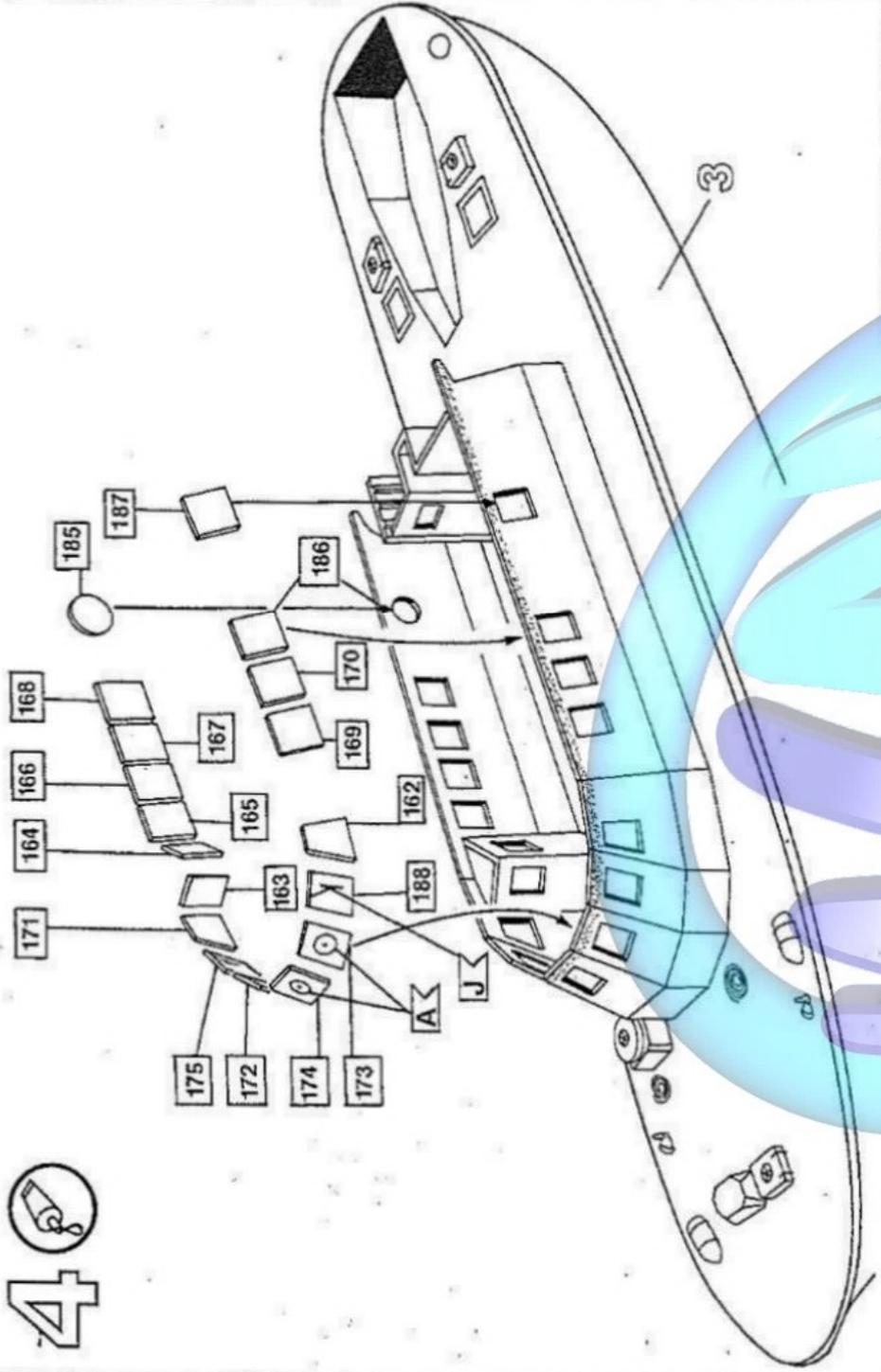
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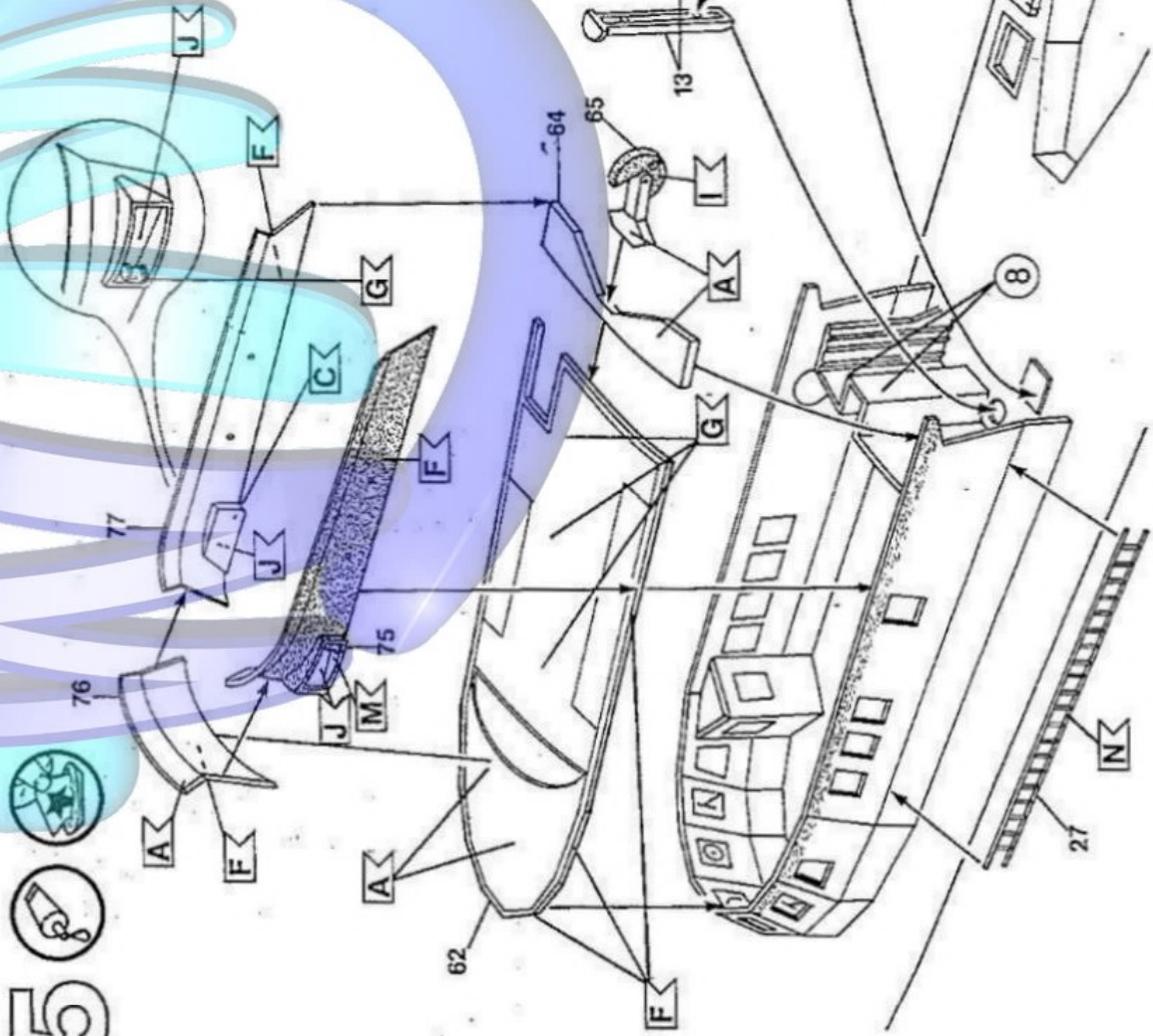
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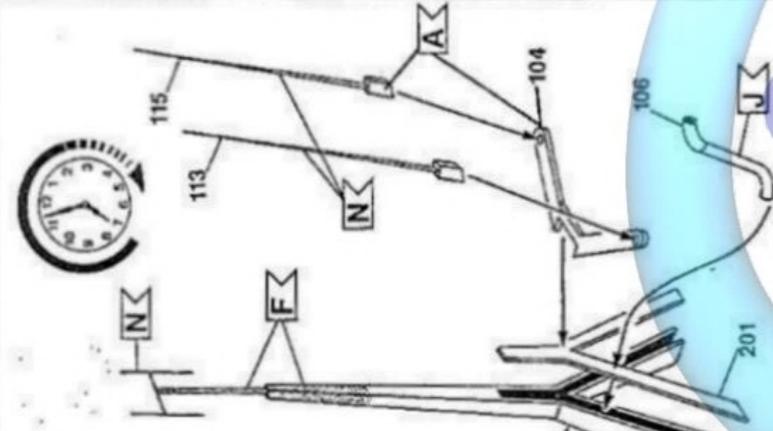
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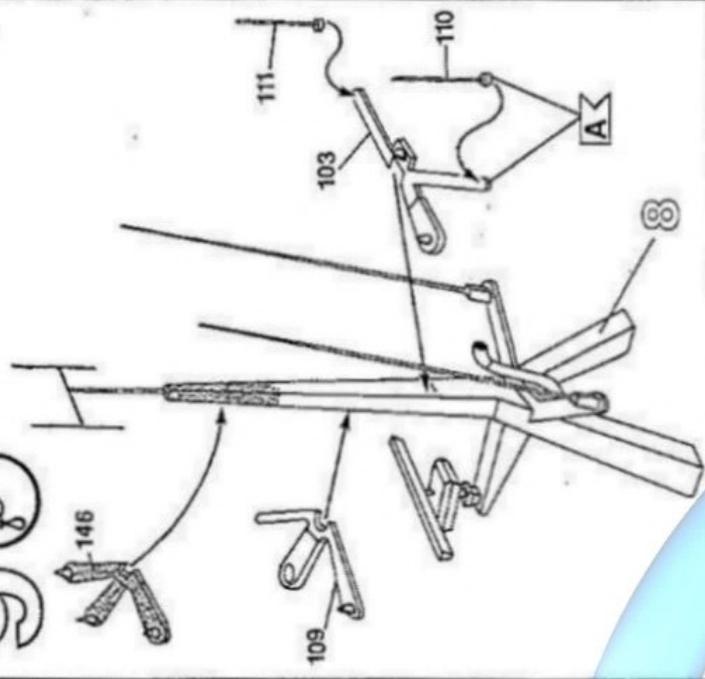
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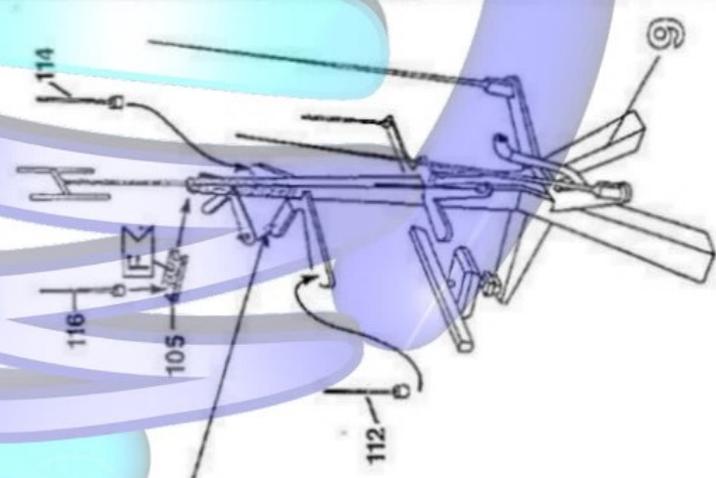
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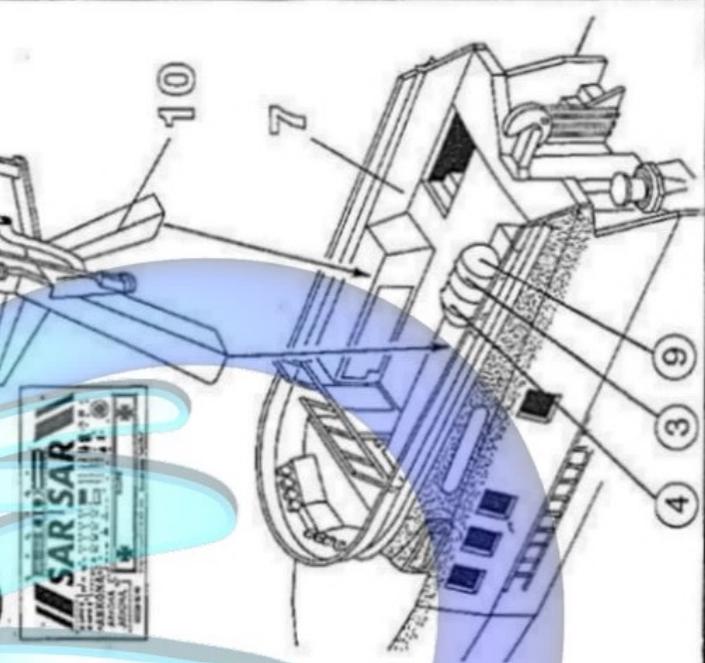
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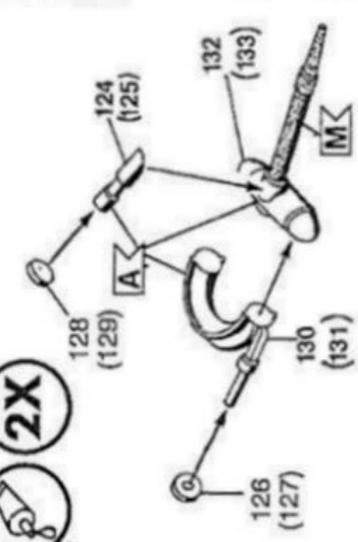
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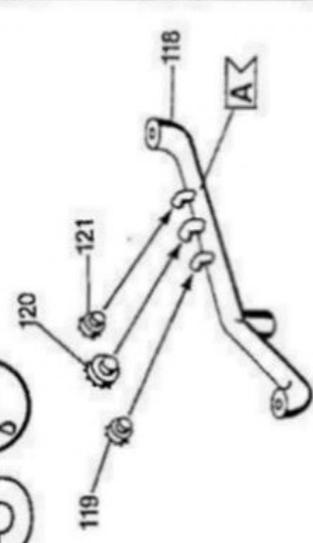
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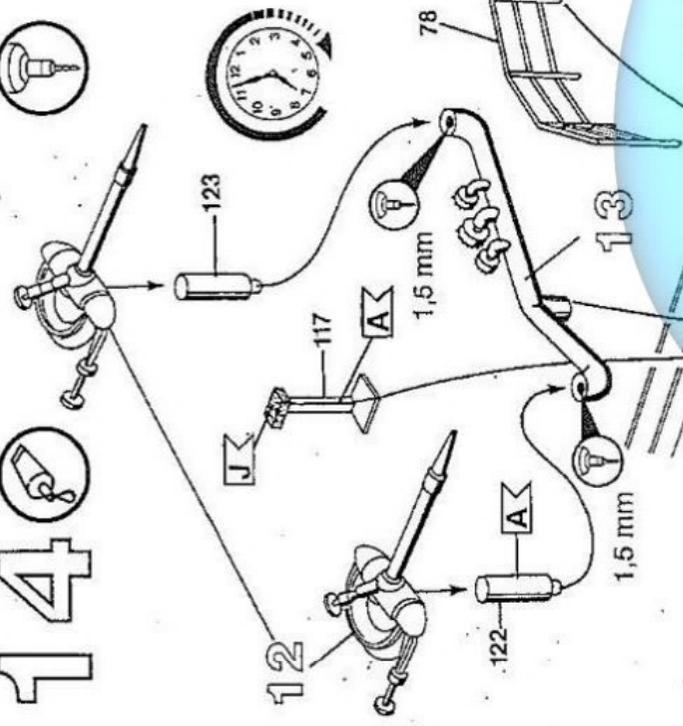
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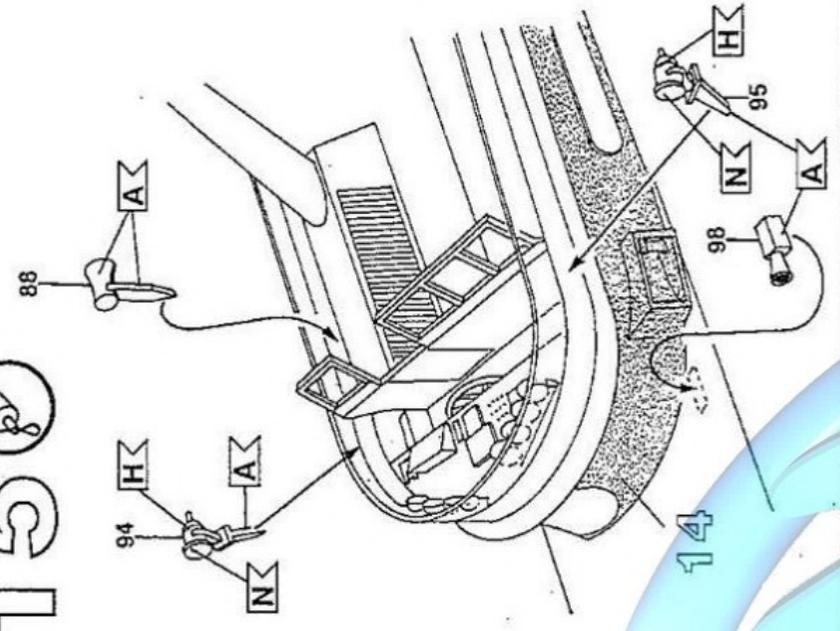
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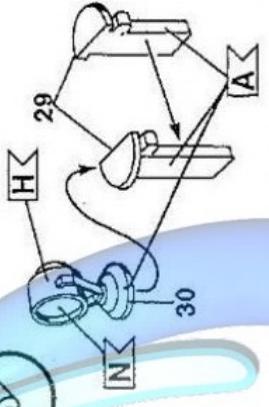
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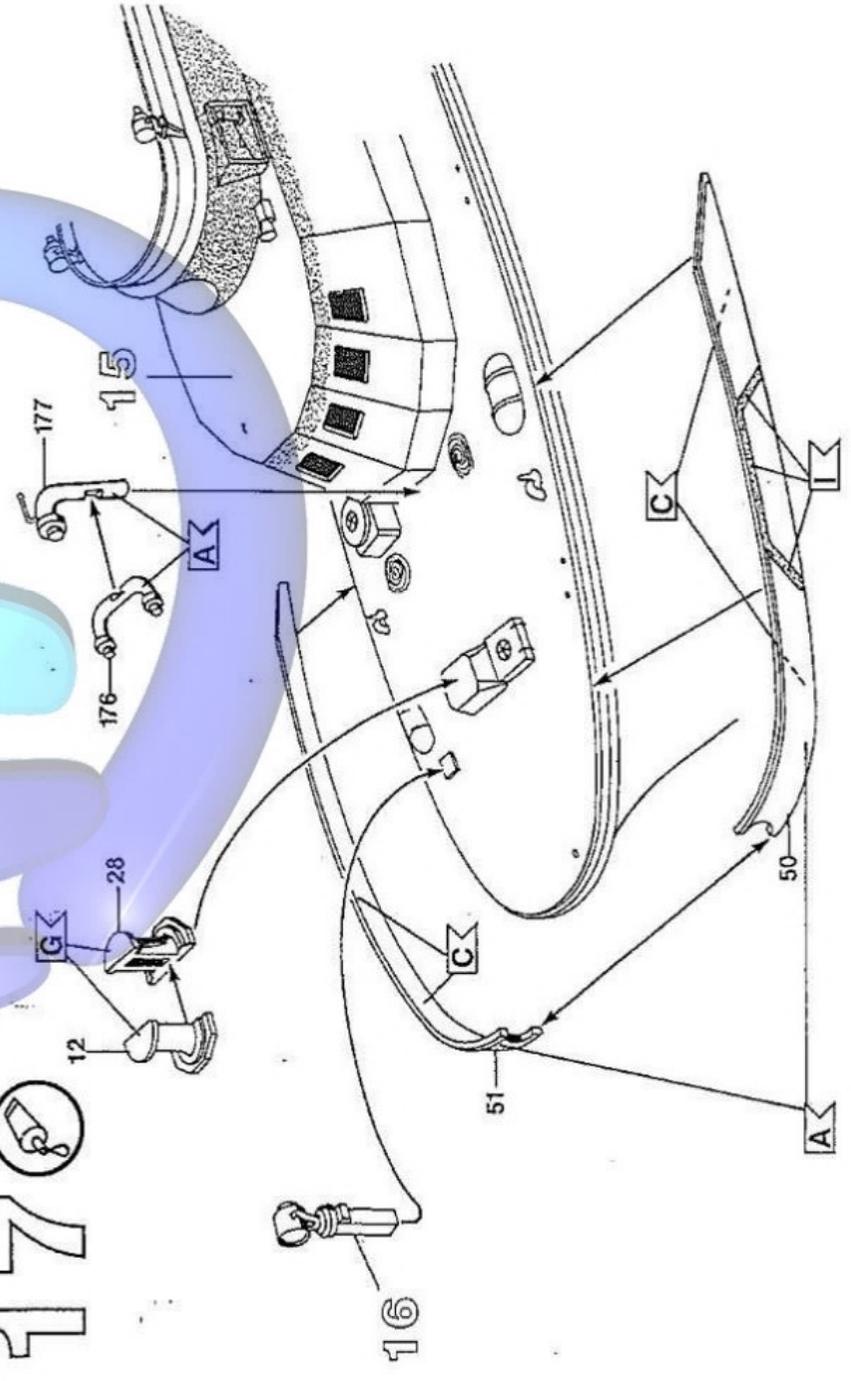
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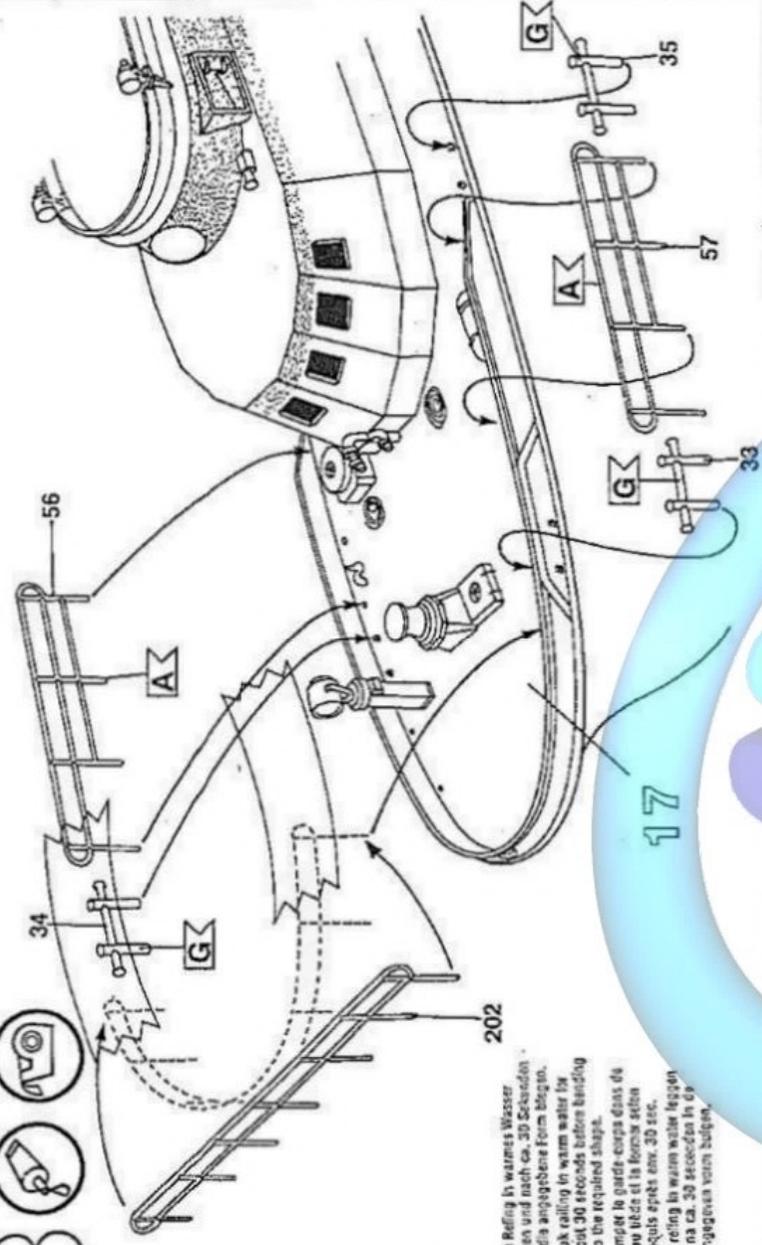
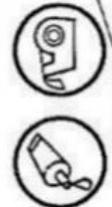
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17



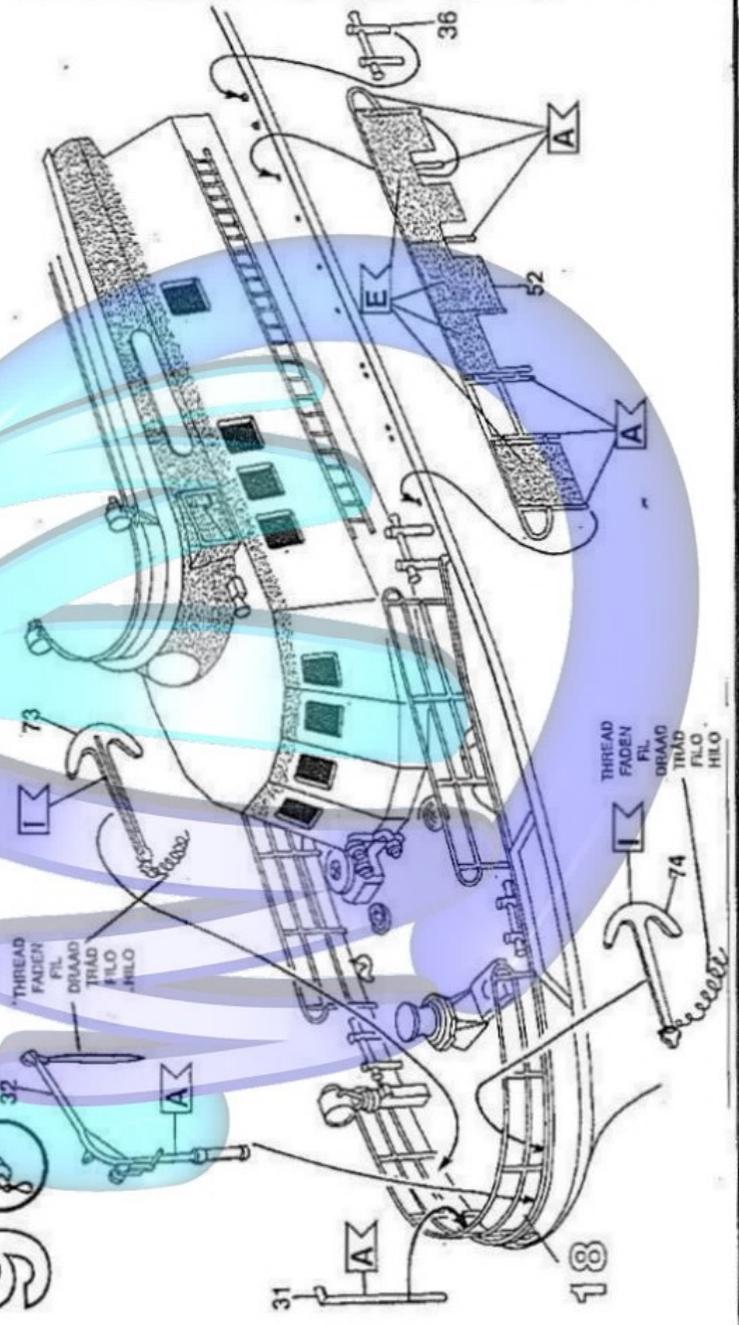
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Die Reling in warmes Wasser legen und nach ca. 30 Sekunden in die ausgegebene Form bringen. Soak railing in warm water for about 30 seconds before fitting into the required shape. Tenper la garde-coste dans de l'eau tiède et la former selon croquis après env. 30 sec. De reling in warm water leggen en na ca. 30 seconden in de aangegeven vorm brengen.

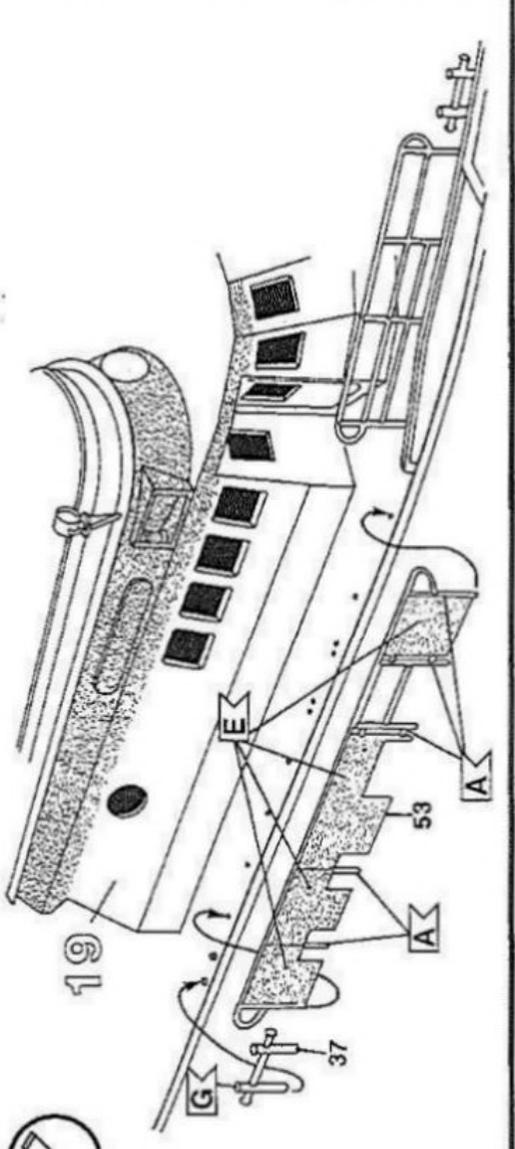
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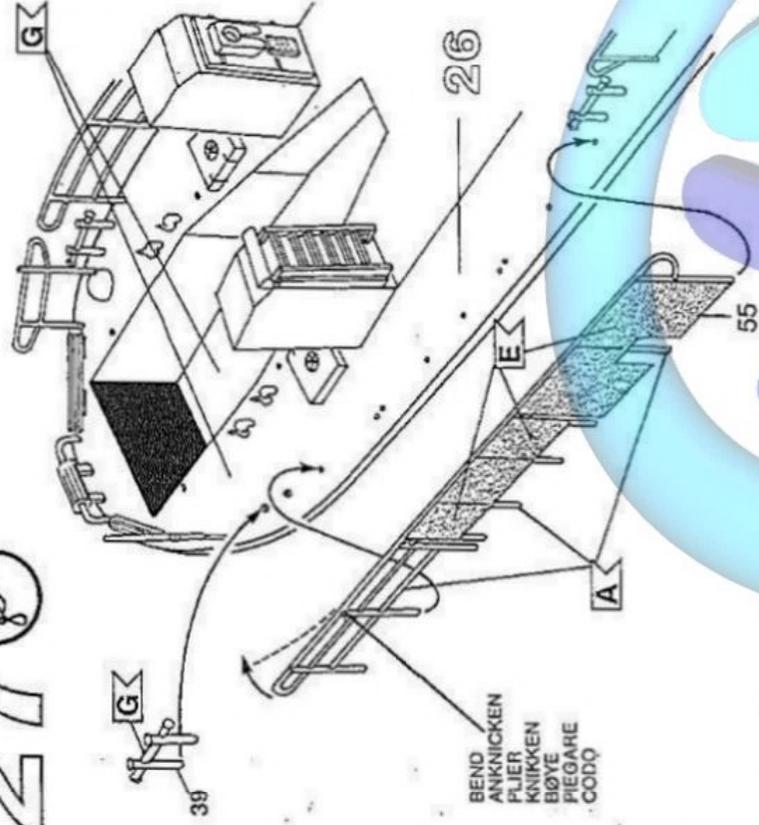


THREAD
FADEN
FIL
DRAAD
TRÁD
FILO
HILO

20

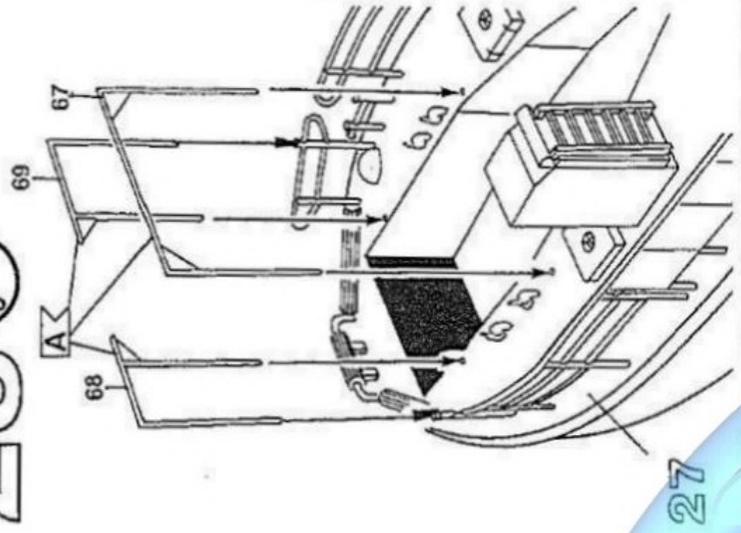


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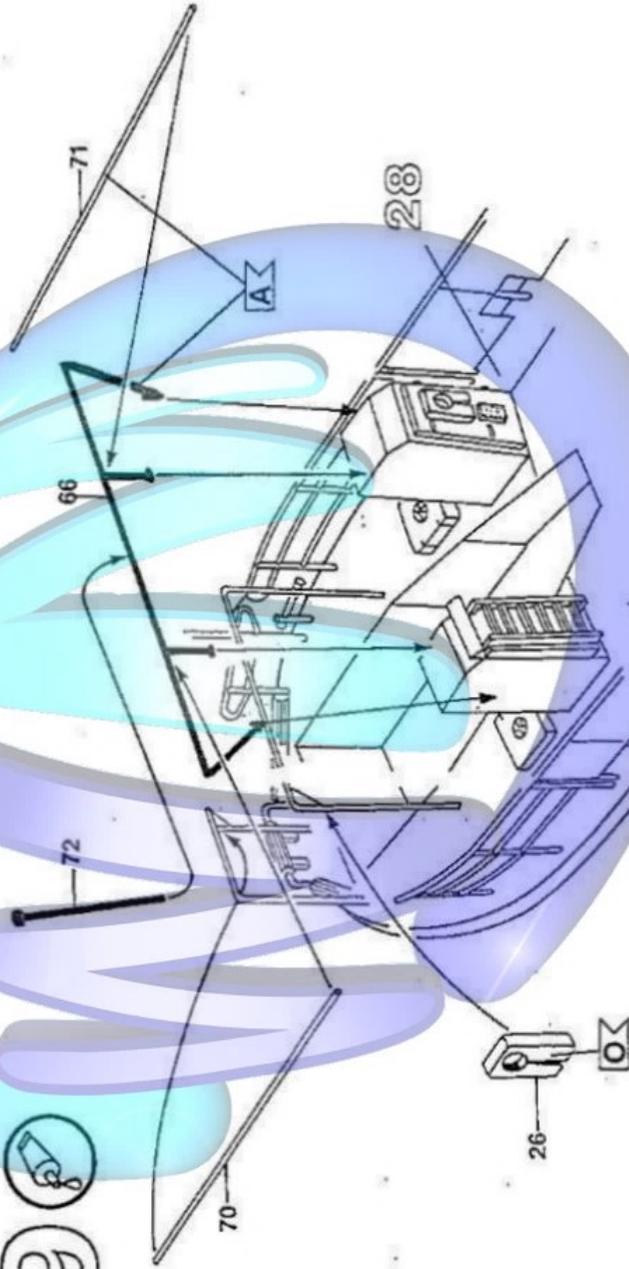


BEND
ANKNICKEN
FLIER
KNIKKEN
BØYE
PIEGARE
CODDQ

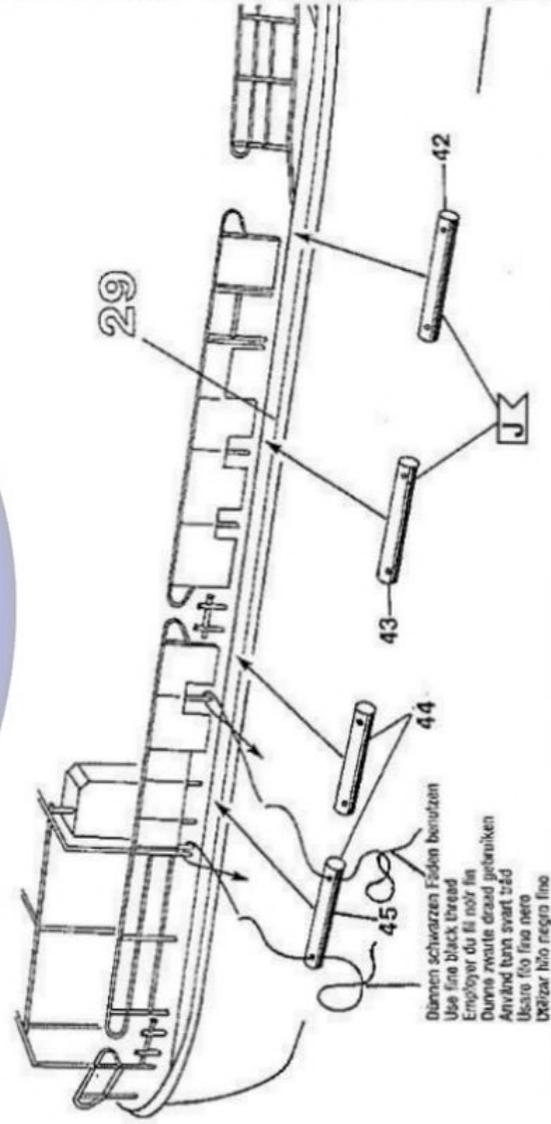
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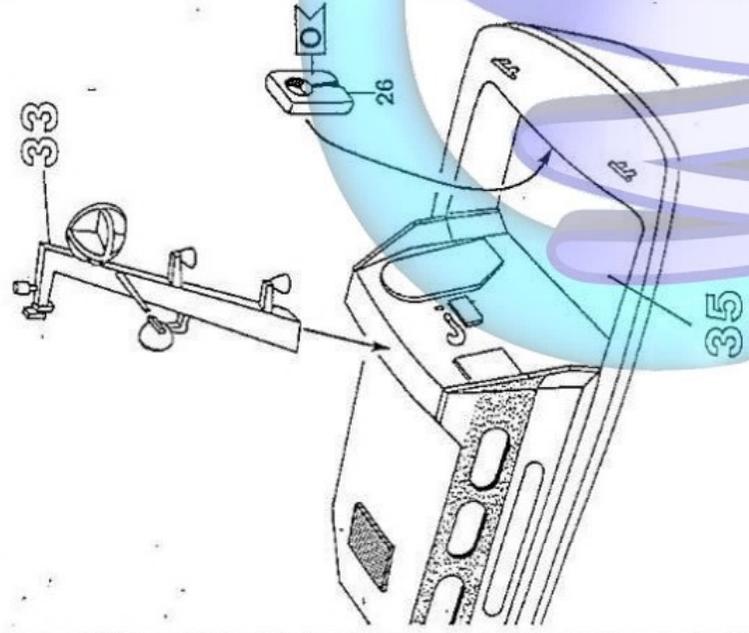


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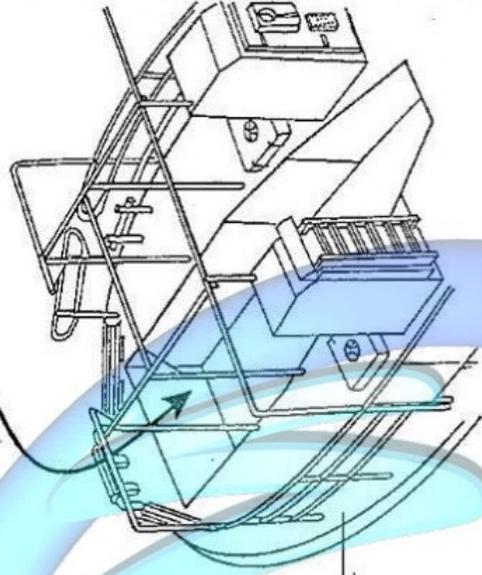
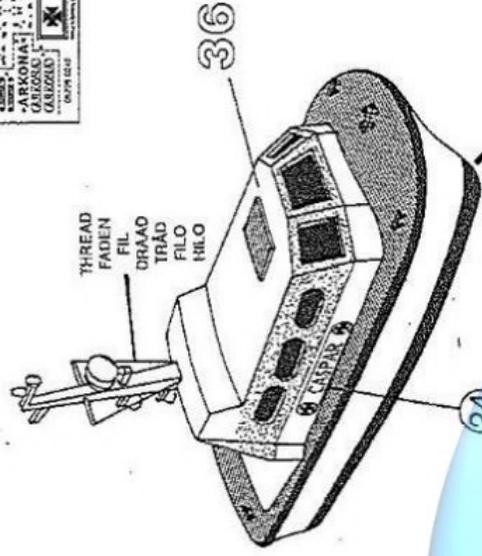


Dünnen schwarzen Fäden benutzen
Use fine black thread
Employer dünn svart tråd
Dünnis svartie draad gebuiken
Använd tunn svart tråd
Usare filo fina nero
Delizar hño respra fino

36

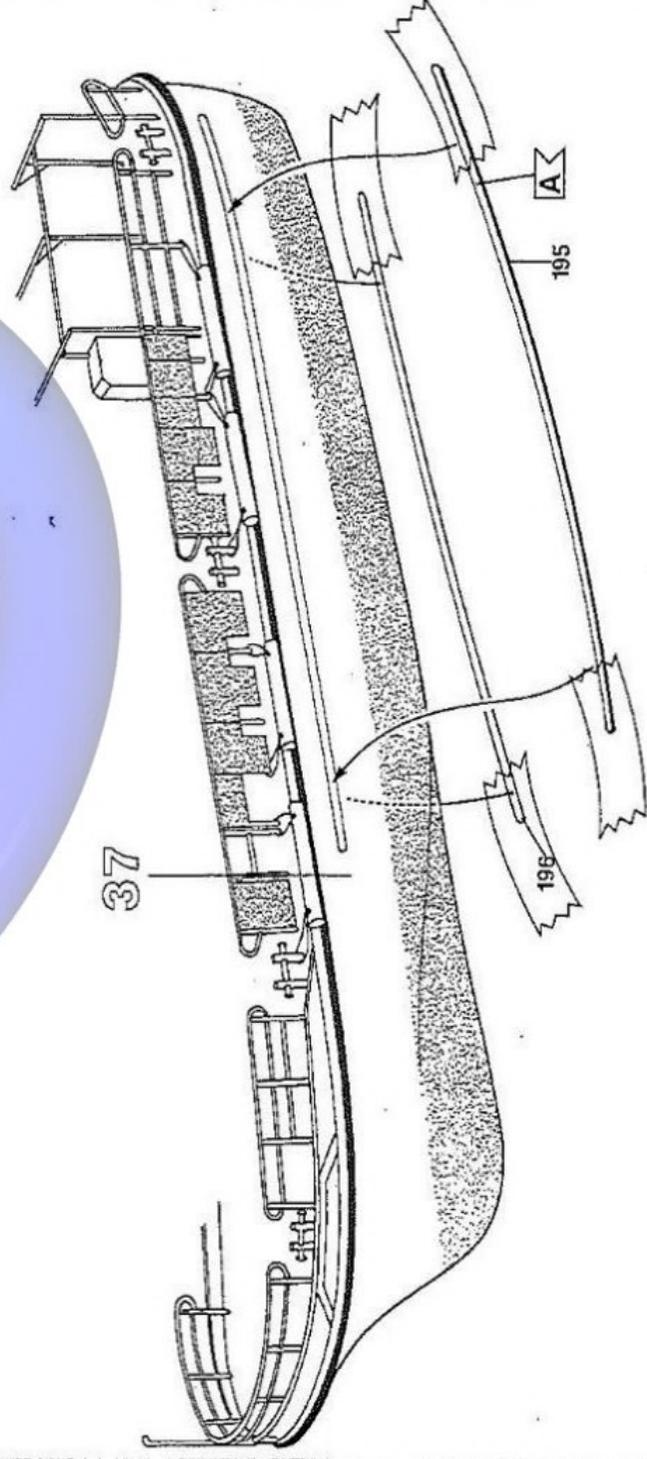


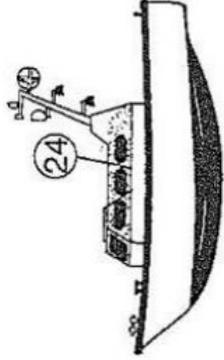
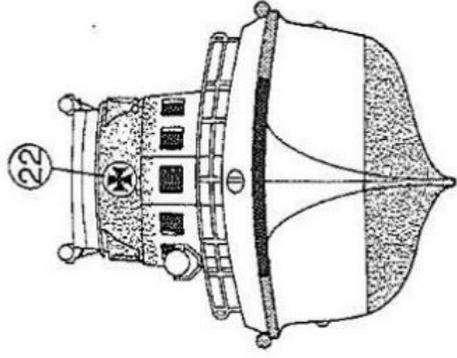
37



31

38





THREAD
FADEN
FIL
DRAAD
TRAD
FILO
HILO

THREAD
FADEN
FIL
DRAAD
TRAD
FILO
HILO

