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RESEARCH VESSEL METEOR

TENDER 2630390.001



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## Tender 2630390.001 (Research Vessel METEOR)

VEBEG will sell via a sealed-bid procedure

### Research Vessel / Meteor

**CONTACT:** VEBEG GmbH • Phone: +49 69 75897-0 • E-mail: [mail@vebeg.de](mailto:mail@vebeg.de)

### Inspection

**LOCATION:** Germany, Emden

**INSPECTION ON SITE:** On 14/15 July 2026 from 10:00 am to 3:00 pm  
latest check-in 1:00 pm (CET) at the location.

Written registration by no later than **07 July 2026 01.00 pm** (including surname, first name, passport/ID number) via [mail@vebeg.de](mailto:mail@vebeg.de) and [steffen.bensing@vebeg.de](mailto:steffen.bensing@vebeg.de) is required. Due to the mandatory security check, late registration is not possible. - Valid ID required for admission to inspection –

**IMPORTANT NOTES:** The inspection takes place in a secure area. Minors and animals (e.g. dogs), are not permitted to enter the premises.

**TENDER:** **2630390.001**

**BIDDING Deadline:** **22<sup>nd</sup> July 2026 1:00 pm (CET)**

## Tender 2630390.001 (Research Vessel METEOR)

All information as provided by the Seller as of May 2026 (subject to change).

NAME:	METEOR
MANUFACTURER:	Schlichting Werft
TYPE:	711 - Research Vessel
MAIN PURPOSE:	Oceanographic / hydrographic research
IN SERVICE SINCE:	March 1986
IMO NO.:	8411279
CLASS RELATION:	DNV Class ( <a href="https://vesselregister.dnv.com/vesselregister/details/G31355">https://vesselregister.dnv.com/vesselregister/details/G31355</a> )
MAIN CLASS NOTATION:	☒ 100 A5 ☒ MC
DESIGN CLASS NOTATION:	AUT E2(H) E2(M)
OPERATIONAL STATUS:	In Operation until end of June 2026 / until hand over August 2026 “Warm lay-up”
DNV-ID:	G31355
LENGTH OVERALL:	97.5 m
BREADTH OVERALL:	16.5 m
MAX DRAUGHT:	5.6 m
BRT / BRZ:	4,280
DWT:	1014

(All measurements given are approximate)



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Technical Data (All measurements given are approximate)	
Propulsion type diesel electric, LDW	
Main propulsion:	4 x MaK 6M332 1,000 kW each
Drive propulsion:	2 x LDW GC3127 1,150 kW each
Thruster:	retractable thruster 1 x HRP 6011 PT 1,100 kW

Brief Overview of Equipment List – as of May 2026 (The actual list will be provided for reference during the inspection)	
Navigational System:	Integrated bridge system (KONGSBERG K-BRIDGE), electronic chart display and information system (ECDIS), 1 x fibre optic gyro compass (FOG), 1 x gyro compass, 2 x magnetic compasses, Kongsberg dynamic positioning (DP0), autopilot system, X-band and S-band radar, AIS, VDR, Rhoteta RT-500 radio direction finder, 4 x GPS receiver, doppler log, speed log, echo sounder
Hydroacoustic Equipment:	Multibeam echosounder (Kongsberg EM122, Kongsberg EM710), Sediment echosounder (Teledyne Reason ParaSound P70), Pinger receiver, Underwater Positioning System (USBL, EXAIL POSIDONIA), Acoustic Doppler Current Profiler: 38 kHz Ocean Surveyor ADCP, 75 kHz Ocean Surveyor ADCP, Hydraulic Deployment Unit
Scientific Equipment:	GNSS Attitude Sensor (Seapath 380 / MRU5), 2 x Seabird SBE21 Thermosalinographs





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Brief Overview of Equipment List – as of May 2026 (The actual list will be provided for reference during the inspection)	
Deck machinery and scientific winch system:	Provision crane foreship, SWL 8.0 t Crane deck center, SWL 5.5 t Crane starboard aft, SWL 5.5 t Crane port aft, SWL 2.0 t A-Frame aft, SWL 30.0 t Sliding beam deck center 20.0 t Outrigger deck center 3.0 t Core stacking device  Single conductor and series winch (W1 – 8 mm aramid fibre, 2,750 m; W2 – 11 mm coaxial cable, 6,300 m; W3 – 11 mm coaxial cable, 6,420 m) Oceanographic wire winch (W4 – 6 mm stainless steel wire, 2,000 m) Friction winch W10 Deep sea storage winch (W11 – 18 mm wire rope, 10,690 m) Deep sea storage winch (W12 - 18,2 mm coaxial tow cable, 8,100 m) A-Frame winch, sliding beam tugger winch, transportable reeling winch
Additional stored in 2 Container aft deck scientific winch system:	Fibre Optic Cable Winch-System, stored in 2 x 20 ft containers (1 x storage winch, 1 x friction winch; with approx. 3,000 m cable length)
Accommodation:	34 crew members and max. 30 scientists
Laboratories and scientific rooms:	20 laboratories with approx. 400 m <sup>2</sup> working space for multidisciplinary research in marine geology, geophysics, meteorology, oceanography, climatology, fishery, ecology, and hydrochemistry.





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Brief Overview of Defect List – as of May 2026 (The actual list will be provided for reference during the inspection)	
Hull:	Partial rusting through on the center beam between BW-tank 0.14 and 0.15. The defect has no negative impact on the leak and intact stability of the ship and can be classified as non-critical according to a risk analysis that has been carried out. In consultation with the classification society DNV, no steelwork is required at the moment. The last inspection on May 10, 2025, showed no enlargement of the hole compared to the previous inspection on November 27, 2024. ➤ The defect will not be repaired prior to the sale of the vessel.
Engine:	Exhaust gas boiler #3, partial rusting through on the tube bundle Due to the existing leakage the boiler has been permanently taken out of service in 2018, as the ship can continue to operate without any restriction with the remaining exhaust gas boilers, as the design of the system was based on heavy fuel oil operation. ➤ The defect will not be repaired prior to the sale of the vessel.
Hydroacoustic:	Acoustic Doppler Current Profiler 38kHz Ocean Surveyor ADCP The transducer which is fitted inside the ships hull has a defective transmission channel and needs to be repaired or replaced by the backup-transducer which is currently in use inside the moon pool. ➤ The defect will not be repaired prior to the sale of the vessel.
Underwater Positioning System POSIDONIA:	The transducer which is fitted inside the ships hull (Flush Array) has two defective Antennas and needs to be repaired or replaced by a new Flush Array. Repairing or replacing the Flush Array is only possible inside a dry dock. The system is operable by using the mobile antenna inside the moon pool. ➤ The defect will not be repaired prior to the sale of the vessel.
Laboratory Equipment:	LN2-Generator The CMS-Filter is saturated, which leads to a clogging of the supply line. ➤ The system is still operable but should be fixed before an extensive use.





**Additional information and conditions that must be taken into account before submitting a bid.**

<p>Dual Use:</p>	<p>The actual list of components that may be subject to export restrictions 2026 will be provided for reference during the inspection. Export may be subject to applicable export control regulations.</p>
<p>IMPORTANT NOTES/REMARKS:</p>	<ul style="list-style-type: none"><li>➤ Parts containing asbestos may still be installed in inaccessible places (e.g. gaskets in flange connections, spark extinguishing chambers etc.).</li><li>➤ The specific ship documentation is available during inspection. No claim is made as to completeness.</li><li>➤ Compliance with safety, licensing and environmental regulations as well as obtaining of operating permits are the buyer's responsibility (e.g. lifesaving equipment and medical supplies on board must be replaced and restocked by the buyer).</li><li>➤ The name of the vessel must not be used by the buyer. All national symbols and emblems must be removed by the buyer before departure. This must be documented with photographs.</li><li>➤ A security deposit of 25 T€ shall be charged for the fulfilment of all contractual obligations, which shall be refunded upon proof of fulfilment.</li><li>➤ The German value-added tax or in case of shipment a deposit in the same amount will be added to the invoice. Upon presentation of the relevant documentation, the value-added tax or deposit will be refunded.</li><li>➤ Fuel and lubricants remaining on board are subject to the German Energy Tax Act.</li><li>➤ English translation is not binding. In case of disputes the German version prevails.</li></ul>

**Additional information and conditions for bidders to be considered before submitting a bid.**

- Equipment and inventory located on board the vessel in Emden on the day of the inspection are included in the sale, unless expressly excluded. Additional equipment and spare parts, including winch housings, one anchor, two turbochargers, and one propeller, are currently intended to be brought on board prior to the inspection.
- Additional equipment and components are stored in two 20-foot containers at the operator's warehouse, Brieze Warehouse North, D-26789 Leer. The two containers and their contents form part of the lot and are included in the sale. Neither container has valid certification/classification for maritime transport. The buyer shall arrange and bear all costs related to the collection, loading, handling, and transport of the containers and their contents. Further details are available upon request. Details available upon request.

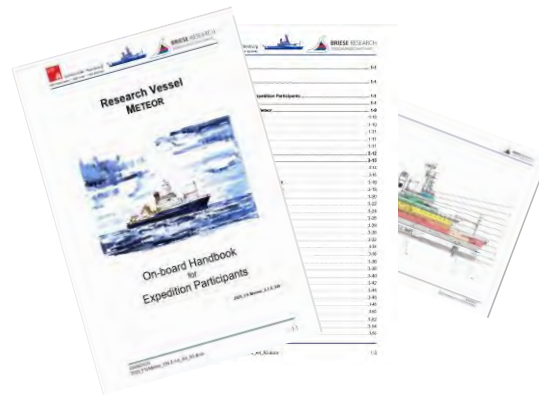
**IMPORTANT Information:**



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For more information, please follow the links below:

THE METEOR HANDBOOK: <https://fiona.uni-hamburg.de/d1574276/handbookmeteor05.06.2025.pdf>



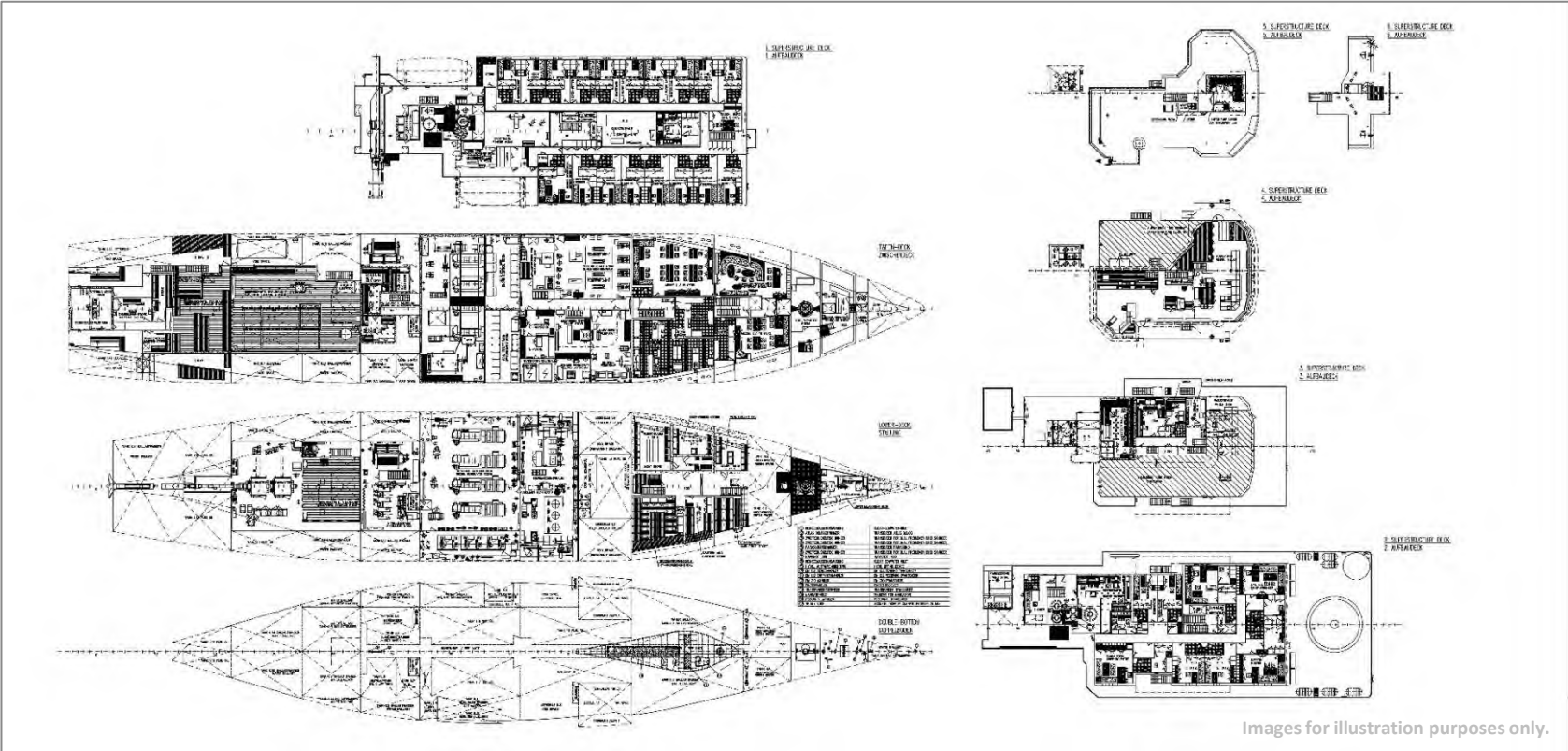
Handbook Meteor for illustration purposes only.

WALK THROUGH VIDEO METEOR: <https://cabuff.ceos.uni-kiel.de/tours/meteor/web/index.htm>



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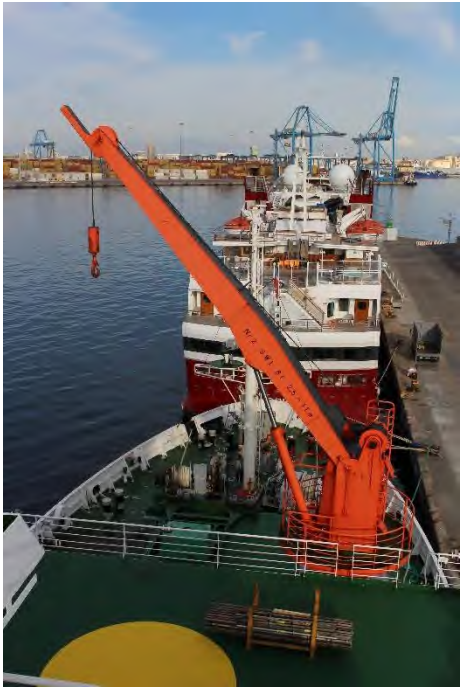
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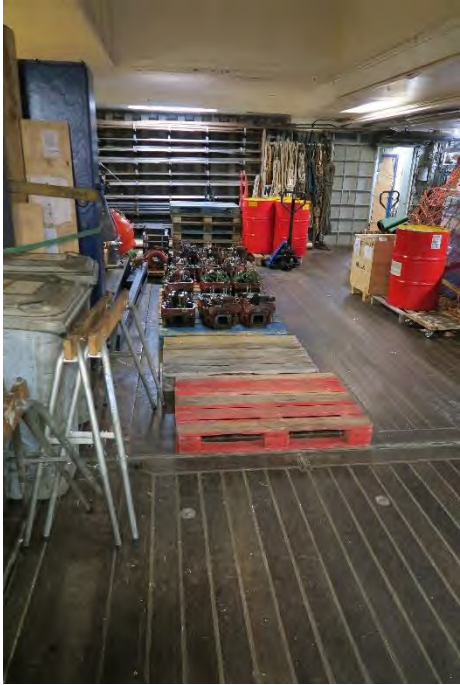
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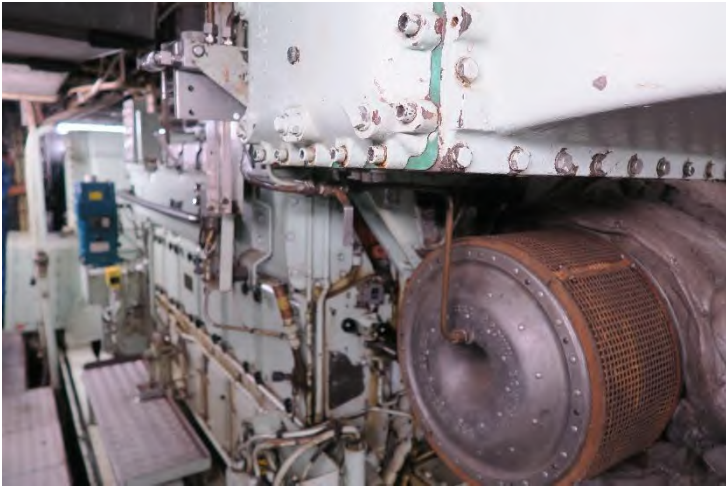
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