

VERSATILE MULTI-ROLE DP-3 DSV AVAILABLE FOR PRIVATE & CONFIDENTIAL SALE

VESSEL PARTICULARS

CLASSIFICATION

- Bureau Veritas (BV)
- Diving support-integrated DD
- Offshore support vessel (Supply) DD
- Class Symbols: | Hull Mach
- Navigation Notation: Unrestricted navigation
- Additional Class Notations: AUT-UMS (SS), ALM (SS), HEL, DYNAPOS AM/AT RS (SS), SDS
- Machinery: MACH

PROPULSION AND POWER

Forward:

3 x KaMeWa Tunnel thrusters, 1,325 kW, 18 Te thrust each

Aft:

3 x KaMeWa Azimuth thrusters, 2,200 kW, 37 Te thrust each

Power Plant:

6 x Wartsila W200 series (2,100 kW)

Total power production: 12,600 kW

CAPACITIES

Fuel Oil: 2,365 m³

Lube Oil: 59 m³

Fresh Water: 275 m³

Ballast Water: 2,383 m³

Drill Water: 258 m³

Service Air:

- 3 x Atlas Copco 23.6 m³/min each, Pressure 7.0

bar

CRANAGE

Main Lifting Facility:

Offshore AHC Box Boom Crane, aft Main Hoist:

Single fall 100 Te @ 29.2 m

Double fall 200 Te @ 26 m

Double fall 175 Te @ 28.5 m

Aux. Hoist:

Single fall 20 Te @ 33 m

Additional Lifting Facilities:

2 x Subsea knuckle boom cranes 5 Te at 15 m radius

1 x Provision crane 1.5 Te at 5 m

DIMENSIONS

Length Overall: 111.4 m

Length Between PP: 100.04 m

Breadth Moulded: 22.5 m

Depth Moulded: 11.0 m

Draft: 6.4 m - 7.26 m

Displacement: 11,935 Te at 7.26 m draft

Gross Tonnage: 9,158 Te

DECK SPACE & MOORING

Above Main Deck: 863 m²

Below Main Deck: 250 m²

Working Moonpool: 7 m x 5 m

Deck Load: 5 Te/m²

Max Overall: 1,140 Te at 1 m above deck

4-Point Mooring Available:

- 2 forward anchors fitted

- 2 aft anchor systems can be deployed

ENDURANCE

Max Period Between Port Calls: 68 days (without Ref.)

Fresh Water Making Capacity

Fuel Consumption (Typical):

In Port Consumption: 6 m³/24 h

Transit: 30-50 m³/day

DP: 22-27 m³/day

VESSEL SPEED

Economical: 10.5 knots

Maximum: 11.5 knots

DIVING SYSTEM

Depth Rating: 450 msw

Current Certification: 300 msw

Number in Saturation: 18

Number of Bells: 2

Bell Volume: 6 m³ each

System Volume: 114 m³

Gas Storage: 21,000 m³ at 200 bar

Reclaim System: Fitted to both chamber and bells

HELIDECK

Type: S92 (strengthened for Chinook)

ACCOMMODATION

Capacity: 139 people in 76 cabins

LIFESAVING APPLIANCES

Lifeboats (TEMPSC): 4 x 72 person

Lifeboats (SPHL): 1 x 18 divers + 4 x crew

Life Rafts: 12 x 25 person

DP SYSTEM

Primary System: Kongsberg SDP 21

Backup System: Kongsberg SDP 11 (NMD DP Class 3 compliant)

Reference Systems:

2 x DGNSS

Simrad HiPAP 500 & 350

2 x Lightweight taut wires

1 x fan beam

1 x RADIUS 1000

BUILD AND REGISTRATION

Build Location: Europe

Flag State Authority: TBD

Registry: BV

Callsign: TBD

Built: 1989

Specifications

Remotely operated vehicles

The vessel is fitted with a work-class Multi Role Vehicle (MRV) system equipped with state-of-the-art manipulators, sensors and optional tooling packages. It is launched over the vessel's starboard side utilizing a Launch and Recovery System (LARS) located on the starboard mezzanine deck.

This MRV system is operated from Dive Control, which is the hub of all vessel subsea operations. Vessel also has a latest generation Observation Class ROV system located on the port mezzanine deck. This "eyeball" system is equipped with state-of-the-art camera and sensors.

Diving system

Designed with safety and flexibility in mind, Vessel is fitted with a saturation diving complex rated to 450msw, though currently certified to 300 msw, and capable of supporting up to 18 divers under pressure.

The system comprises three 6-man twin-lock decompression chambers (DDC) and two 3-man diving bells. The bells can be operated for on bottom turnarounds or independently and the system allows divers to be maintained at different working and decompression depths at the same time.

Divers under pressure can be evacuated by means of a hyperbaric lifeboat positioned on the starboard side of the vessel. Facilities exist for air diving stations to be installed as required on the port side.

Dynamic positioning system

There is a fully redundant Kongsberg SDP 21 system with multiple independent reference systems. The vessel is able to keep position in up to 80 knot wind speeds and has a fully redundant power system.

Seakeeping characteristics

The vessel's outstanding success in the subsea construction market is attributable to the innovative mono hull design with its passive and active stabilizing systems, which provide a highly stable base for sub-sea operations.

These active damping and anti-heeling systems limit the vessel's motion to only 1 to 2 degrees of roll in a Beaufort 8 seastate.

Cranage

The vessel's main telescopic pedestal crane is rated to a double fall capacity of 200 Te at a radius of 26 m, with the auxiliary line capable of lifting 20 Te loads at a working radius of 33 m. The active heave compensation (AHC) and constant tension function on the main hoist, ensure excellent control of loads during subsea lifting operations.

Fitted with two 5 Te, 15 m, subsea rated knuckle boom cranes situated on the port and starboard of the vessel, this vessel expertly handles a range of both subsea and onshore lifting operations.

This is a versatile multi-role vessel built by reputable European Shipyard that combines heavy lift capability with either diver or diverless intervention support.

Its excellent redundant Dynamic Positioning (DP-3 Class), station keeping and working weather limits provide a stable platform capable of supporting a Vertical Lay System (VLS), carousel or reel mounted equipment.

Verified to Norwegian standards, her innovative design and high degree of sophistication provide a cost-effective solution for a wide range of specialist services, including hyperbaric welding, flexible flowline, riser and umbilical laying, installation of structures, piling and mothership support for trenching and diverless subsea equipment.