

### **Design and Construction**

The vessel is described as platform supply vessel of 4,100.55 MT deadweight at 6.00 meters summer draft, 2,800 GRT and a net tonnage of 1,100. She has LOA of 86 meters, moulded breadth 16.0 meters and depth of 8.0 meters.

The ship has the engine room, accommodation and navigation bridge located forward and at the aft area she has a large open deck for loading cargo. She has no or has ??? anchor handling, towing or fire fighting capabilities. Bollard pull is ???

As per records, vessel's keel was laid on July 21, 20011 and was delivered in Jan 30, 2014 by XXX

The actual contract delivery date was unknown but vessel was launched on Dec 25<sup>th</sup> 2011

Vessel is classed under LR and she is flying the Panama Flag, registered in Panama. The Class notation is LR +100 A1 Off shore supply ship, DP(AM)+ LMC, EP Letter of compliance, DNV notation "Supply"; "Vessel"; Clean and SF.

Vessel has four dry cargo tanks, nine tanks for potable water, thirteen tanks for diesel, ten tanks for liquid mud brine and an open cargo deck with 1800 mt capacity. The ship has fuel, ballast, fresh water, liquid mud, brine, base oil cargo pumps and air compressors for air lifting the dry cargo. An agitator and tank cleaning machine is fitted in Liquid mud brine tank.

There are two tigger winches Macgregor type of 15 tons, located just after the aft accommodation bulkhead, port and starboard and two capstans located aft port and starboard.

The two hydraulic operated 2X Tow Pin SWL 500 T and 2 X Karm Forks, SWL :500 T are installed at aft main deck for Anchor handling and Towing operations.

The ship has dynamic position system DP2 of Kongsberg Simrad model operated by joystick/mixed joystick-Auto mode, Auto position mode and FPSO mode etc.

The vessel is provided with originally equipped in 2012 with one 60 tons knuckle jointed deck crane of Norwegian make, which has subsequently been downgraded to be 40 tons SWL, by changing to smaller diameter heaving wire. This equipment is used for lowering / heaving the rented Remote Operated Vessel on board, to / from seabed, towards completing assigned underwater tasks.

For ballast the vessel has Forepeak, after peak port, after peak starboard and double bottom tanks.

Ships original Dynamic positioning system system has reportedly been replaced in 2011 at a Vietnam shipyard and the old Bridge mate DP2 has now been replaced with L-3 system NMS 6000 along with 3 independent consoles, each with full auto and manual controls modes. The DP system is receiving information from 3 pcs wind sensors in Anemometer, 2 pcs VRS Vertic dynamic motion sensors and from 2 pcs gyro compasses.

Main engine is Wartsila Finland 8L26A2,diesel engine, X 2 sets with M.C.R. 2600 KW at 900 RPM. Each engine is connected to a CP Azimuth wartsila thruster plant with a flexible coupling between the main engines and shaft. Each main engine is also connected with one shaft generator.

For easy maneuverability the vessel is provided with two Wartsila tunnel bow thrusters of 880 kw each, electrical driven with controllable pitch propellers.

Vessel's electrical power plant consists of four stroke Caterpillar 3412DITA X 2 with a capacity of 590 KW at 1800 rpm. The vessel is also provided with two Leroy Somer shaft generators of 1400 KW at 720 rpm each.

The present registered owner is XX and managers are XX.

Present Staff on board is 13 persons, all of Indian Nationality.

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