

id 6405

## Ọkọ ipese Platform (PSV)

[ULSTEIN P128 Design / Diesel Electric DP2 PSV Newbuild Tun-tita](#)

Id ọkọ oju omi	6405
Ẹka	<a href="#">Ọkọ ipese Platform (PSV)</a>
Kilasi	BV
Kọ Ọdun	2021
Flag	Cambodia
Iye owo	\$8,500,000
Ọkọ fi kun ọjọ	2022-10-09
Fi kun nipa	<a href="#">Horizon Offshore Services</a>

## Awọn iwọn ọkọ oju omi

Apapọ gigun (LOA), m	71.5
Akọpamọ ọkọ, m	6

## Alaye ni Afikun

Ti ara ẹni

Awọn dekini	1
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Awọn ọkọ oju omi ti o jọra [Se afihan awọn ọkọ oju omi ti o jọra](#)Awọn ibeere [Awọn ibeere rira ni ibamu](#)imeeli [Firanṣe E-mail](#)

# ULSTEIN P128

**Diesel Electric Platform Supply Vessel**



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**GENERAL DESCRIPTION**

The Vessel shall be arranged with accommodation forward and machinery forward and amidships. The Vessel shall be arranged as a single-decker.

The hull form, and a diesel electric propulsion system, ensures exceptional performances with regards to fuel consumption, sea keeping, station keeping, speed, stability and cargo capacity.

The propulsion system comprises two propulsion units, each driven by an electrical motor.

Two tunnel thrusters are installed in the front of the Vessel.

The Vessel shall be arranged for totally 24 persons accommodated in 8 single cabins and 8 double cabins. In addition there shall be arranged dayroom, mess room, galley, provision stores etc.

Vessel to be approved for max. 12 passengers according to SOLAS, included in total of 24 persons.

**Main Particulars**

Length over all:	71.5 m
Length between perpendiculars:	65.9m
Breadth moulded:	13.0 m
Depth from Main deck:	7.1 m
Max. draught:	6.0 m
Design draught:	5.0 m
Freeboard at max. draught:	1.1 m

**Tonnage, Capacities**

Fuel oil Cargo:	Approx. 840 m <sup>3</sup>	
Fresh water:	Approx. 480 m <sup>3</sup>	
Mud/Brine:	Approx. 750 m <sup>3</sup>	
Ballast water / Drill water:	Approx. 1200 m <sup>3</sup>	
Dry bulk:	Approx. 220 m <sup>3</sup>	5 tanks
Cargo Deck area:	Approx. 610 m <sup>2</sup>	
Deck strength:	5 t/m <sup>2</sup>	
Deadweight at maximum draught:	Approx. 3000 t	
GT	2265.7	
NT	964	

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**Performance, Trial Speed**

Trial speed at 100 % load on each of the propulsion drive shafts, at 4,0 m draught, clean hull and with Sea state 0-1 shall be minimum 12.5 knots.

**Class, Tonnage Regulations, Certificates**

**Class:**

Main Class shall be Bureau Veritas with following symbols and notations:

I + HULL + MACH  
 Supply Vessel-Oil Product, Fire-Fighting ship 1, Water spraying  
 Unrestricted Navigation  
 + AUT-UMS  
 + DYNAPOS AMAT R  
 SDS  
 HEAVY CARGO (DECK, 50 KN/m<sup>2</sup>)  
 CLEANSHIP.

**Flag state:**

The Vessel shall fly Tuvalu flag.

**National and international requirements:**

The Vessel shall fulfil the flag state's requirements for offshore supply vessel, including but not limited to:

1. International convention for Safety of Life at Sea (SOLAS 1974 including later amendments). (Safety Conventions)
2. The International Convention for Prevention of Pollution from Ships, MARPOL 1978 Annex I, II, III, IV, V and VI.
3. IMO Resolution MSC 255(82) – Guidelines for the design and construction of offshore supply vessels, 2006.
4. IMO Resolution A.673(16) Guidelines for the transport and handling of limited amounts of hazardous and noxious liquids substances in bulk on offshore support vessels.
5. International and Flag State rule for worldwide operation.
6. MLC 2006.

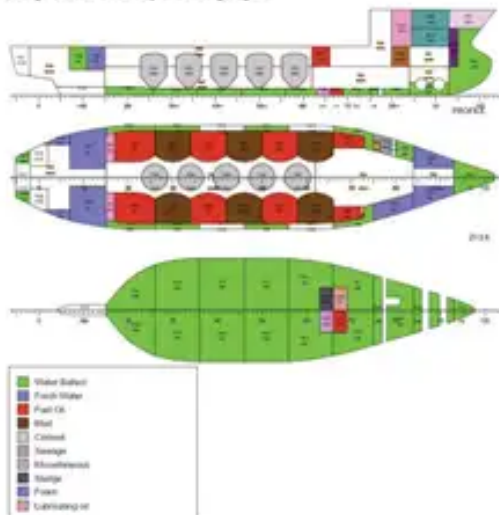
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**General Layout**

The vessel has a traditional layout with engine room and accommodation block forward.

The tank layout has been designed for high utilization of the hull volume without compromising simple pipe routing and sufficient service access for the equipment.

See figure below for tank layout and cargo legend.



**Cargo Systems**

The cargo systems for dry and wet and dry bulk cargoes shall be arranged with filling / discharge ports in general at both sides amidships and at one side at the stern.

Discharge of following capacities shall be installed:  
 Backup connections shall be arranged between FW & DW systems, DW systems and Mud systems.

Dry	List of cargo pumps	Capacity delivery pressure	Pump driven by
1 off	Fresh water cargo pump	100 m <sup>3</sup> /h – 10 bar	Centrifugal type, EI. motor, single speed
2 off	Mud / brine pump	100 m <sup>3</sup> /h – 18 bar	Eccentric screw type, EI. motor, frequency controlled
1 off	Ballast / Drill water pump	100 m <sup>3</sup> /h – 10 bar	Centrifugal type, EI. motor, frequency controlled
2 off	Fuel oil cargo pump	100 m <sup>3</sup> /h – 10 bar	Centrifugal type, EI. motor, frequency controlled
2 off	Dry Bulk (DBG) compressor	20 m <sup>3</sup> /min at 5.6 bar each	able to serve both individual dry bulk systems simultaneously

\*Flow meter shall be installed for filling and discharge of DW / Forward Cargo Fuel Oil.

\*Liquid mud tanks with recirculation line and agitator in each tank.

\*A computer based cargo control system shall be installed for control and monitoring during loading and discharging.

\*Tank cleaning system with permanent installed cleaning machines in all mudtanks.

**Deck crane / equipment**

1 off Electrohydraulic deckcrane with fixed boom and single wire. Crane to have a capacity of minimum SWL 21 t at 6 m outreach.

1 off swivel type davit have a capacity of SWL 1.5 t at 4 m outreach for mob. boat arranged at opposite side of crane.

2 off Hydraulic hoisting winches with pull capacities min. 6 tonnes pull at first layer.

**Manoeuvring machinery and equipment**

Side thrusters:

2 off Tunnel thrusters forward, electrical driven, fixed pitch, variable speed type.