# **TROMS LYRA**





## PSV 08 CD PLATFORM SUPPLY VESSEL

#### **Vessel Characteristics**

Length, Overall:	268 ft	81.7 m				
Beam:	59.1 ft	18 m				
Depth:	25.6 ft	7.8 m				
Maximum Draft:	21.3 ft	6.5 m				
Light Draft:	10.5 ft	3.2 m				
Minimum Height:	88.9 ft	27.1 m				
Freeboard:	4.3 ft	1.3 m				
Displacement:	6,340 lt	6,440 mt				
Deadweight:	3,830 lt	3,890 mt				
Clear Deck Space:	190 x 49 ft	58 x 15 m				
Clear Deck Area:	9,310 ft²	860 m <sup>2</sup>				
Deck Strength FWD:	1,024 lb/ft²	5 t/m²				
Deck Strength AFT:	2,050 lb/ft²	10 t/m²				
Class Notations:	DNV: +1A1, CLEAN(DESIGN), COMF(V-3), DK(+), DYNPOS(AUTR), EO, HL(2.8), LFL(*), NAUT(OSV(A)), SF					

#### Capacities

Deck Cargo:	1,870 lt	1,900 t
Fuel Oil:	253,000 gal	960 m <sup>3</sup>
Potable Water:	36,000 gal	140 m <sup>3</sup>
Fresh Water:	173,000 gal	660 m <sup>3</sup>
Drill/Ballast Water:	353,000 gal	1,340 m <sup>3</sup>
Bulk Tanks (4 tanks):	8,860 ft³	250 m <sup>3</sup>
Liquid Mud (2.8 SG*): *Max Structural Specific Gravity	8,430 bbl	1,340 m <sup>3</sup>
Methanol:	630 bbl	99.8 m³
Base Oil:	1,970 bbl	310 m <sup>3</sup>
Fire Fighting Foam:	480 gal	1.8 m <sup>3</sup>

## TIDEWATER

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NOTICE: The data contained herein is provided for convenience of reference to allow users to determine the suitability of the Company's equipment. The data may vary from the current condition of equipment which can only be determined by physical inspection. Company has exercised due dilit to insure that the data contained herein is reasonably accurate. However, Company does not warrant the accuracy or completeness of the data. In no event shall Company be liable for any damages whatsoever arising out of the use or inability to use the data contained herein

## **TROMS LYRA** Further specifications



#### Machinery

Diesel Electric Vessel						
Propulsive/Total HP:			5,150 / 7,180			
Z-Drives:			Yes			
Propellers (2):	Stee	erprop SP-25 CR	P 1900KW EA			
Primary Generators (3):	1,700 kw 690 v 60					
Driven by:	Caterpillar 3512					
Secondary Generators (1):	500 kw 690 v 60					
Driven by:	Caterpillar C18					
Emergency Generators (1):	160 kw 690 v 60					
Driven by:	Caterpillar C6.6					
Bow Thruster (3):	Brunvoll FU-74-LTC-2000					
Driven by:	880kW Electric Motor					
Total Thrust:		44.2 st	40.1 mt			

#### **Deck Equipment**

Anchors (2):	3300KG STOCKLESS BOWER
Anchor Chain:	250 m of 45.7 mm chain per side
Windlass:	NDM AW 46-k3
Crane (1):	3 t @ 12 m
Aux. Crane (1):	3 t @ 11.9 m
Capstans (2):	10 t NDM
Tugger (2):	10 t NDM-TW1MD

#### Accommodations

No. of Berths:	24
Cabins:	12x1-man & 6x2-man
Certified to Carry:	24
Galley seating:	15
Hospital:	Yes

#### Registration

Flag: ISLE OF MAN	Home Port: DOUGLAS						
Hull Number: 756	<b>IMO N<sup>O</sup>:</b> 964918						
Year Built: 2013	Call Sign: 21LO						
Builder:	STX BREV						
Tonnage (ITC):	3409 GT	1418 NT					

#### Performance\*

Fuel Consumption Vs Speed								
Maximum:	20.7 m³/day (230 gph) @ 15.5 knots							
Cruising:	10.5 r	n³/day (120 gph) @ 11 knots						
Economical:	6 r	n³/day (66 gph) @ 10 knots						
Standby:	2.5 m	n³/day (27.5 gph) @ 0 knots						
Range @ 11 Knots:		29,700 nm						
Transfer Rates								
Fuel Oil:	660 gpm @ 300 ft	150 m³/h @ 92 m						
Fresh Water:	660 gpm @ 330 ft	150 m³/h @ 100 m						
Drill/Ballast Water:	660 gpm @ 300 ft	150 m³/h @ 92 m						
Bulk:	37 cfm @ 190 ft	62.8 m³/h @ 57 m						
Liquid Mud:	440 gpm @ 840 ft	100 m³/h @ 250 m						
Base Oil:	440 gpm @ 300 ft	100 m³/h @ 92 m						
Brine:	440 gpm @ 730 ft	100 m³/h @ 220 m						
Methanol:	330 gpm @ 300 ft	75 m³/h @ 92 m						

#### Nav/Comms Equipment

Radar(s):	2
Depth Sounder:	1
Gyro Compass:	3
Wind Speed Indicators:	2
Doppler Log:	1
Radio:	3 x VHF; 1 x SSB
Sat Com:	2XINMARSAT-C

#### Special Equipment

Dynamic Positioning:	DP-2
Ref. Systems:	3 x MRU; 2 x DGPS 1 x Microwave-based
Mud Circulation System/ Mud Mixers:	Yes/Yes
Tank Cleaning:	Yes
Rescue Boat:	GJ 5.0 GRP
Fuel Monitoring:	GREEN PILOT
Misc:	ERN - 99,99,99,99; MSD - 24 Persons

\*Approximate values assuming Ideal Conditions

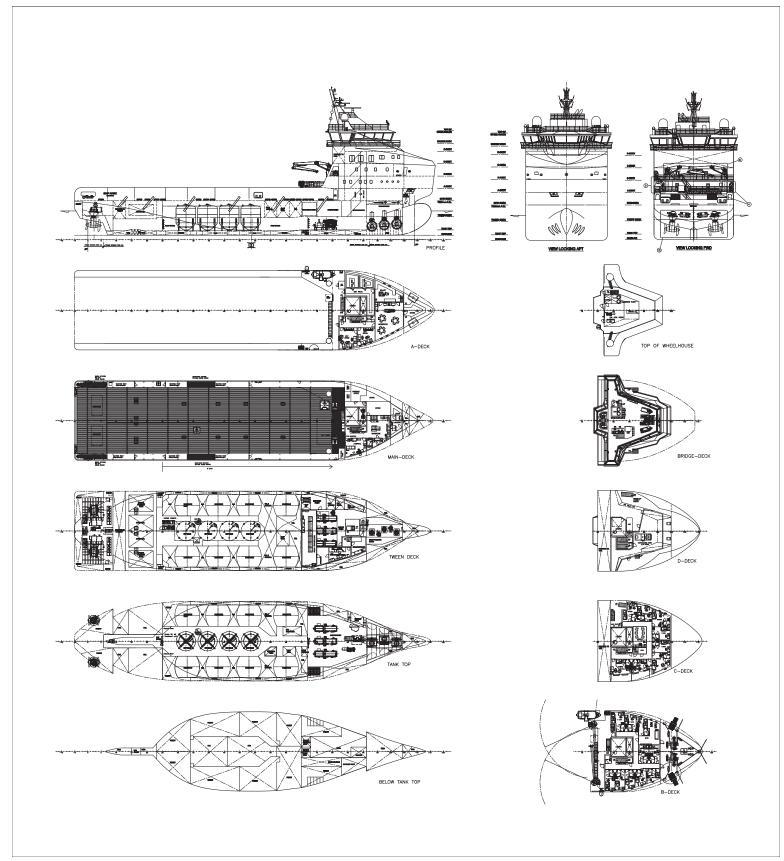
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### **TROMS LYRA**

## General Arrangement (Current configuration may vary.)





T UPDATE: 11/21/202

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## **TROMS LYRA** Capacity Table



TankConventsNormPortNorm<			Volume	Base	Fuel	Dry		Potable	Fresh		Liquid		Lube		Oil
of with a bit Kins         Owwn         25.5         27.5 <th>Tank</th> <th>Contents</th> <th></th> <th></th> <th></th> <th></th> <th>DW/WB</th> <th></th> <th></th> <th>Brine</th> <th></th> <th>Methanol</th> <th></th> <th>Foam</th> <th></th>	Tank	Contents					DW/WB			Brine		Methanol		Foam	
	•••••														
11 Wa Da TK & S         DWWB         95.5         DWWB         95.6         95.7															
14 WE DR TK SB       DW/WE       67.2															
19 WB BY KPS       DW/WB       84.8       95.8       DW DY KYS       D	13 WB DB TK PS	DW/WB	67.2				67.2								
19 WB OF TK SB         DW/WB         66.2         10         88.2         10         88.2           21 WB WG TK SB         DW/WB         36.3         35.9 </th <th></th>															
21 We We TK PS         DW/WE         64.6         Model of the second of the															
23 We WG TK SB         DW/WB         35.9         DW/WB         35.9         DW/WB         42.0 <th></th>															
Six We Cr K SB         DWWB         42.0         Add															
Si We Wor TK, Ps         DW/WB         35.9         D         35.9         D         35.9         D <thd< th=""> <thd< th=""> <thd< th="">         D<!--</th--><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></thd<></thd<></thd<>															
31 WE WG TK PS         DW/WE         42.0	31 WB WG TK. PS	DW/WB	35.9				35.9								
Six We for TK SB         DWWWB         24.2         Six We for KPS         DWWWB         44.2         Six We for KPS         DWWWB         44.2         Six We for KPS         DWWWB         73.6         Six We for KPS         DWWWB         73.6         Six We for KPS         DWWWB         73.6         Six We for KPS         Six We for KPS         DWWWB         73.6         Six We for KPS         Six We for	32 WB WG TK SB	DW/WB	54.4				54.4								
35 WB WO TY FS       DWWB       54.4       M       54.4       M       54.4       M															
37 WB OF TK PS     DWWB     73.6     0     24.2     0     24.2     0															
BA WA BA P TK SB         DW/WB         75.6         TO STAB TK         DW/WB TK SB         FW/W 54.6         TO STAB TK         FW/W 54.7         76.0         TO STAB TK         TO															
41 WB AP TK PS     DWWBB     75.6     75.6     75.6     185.3 <th></th>															
70 STAB TK     DW/WB     DW/WB     199.3     189.4     180.4     160.4															
72 STAB TK     DWWBB     197.6     0     197.6     0 <t< th=""><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>189.3</th><th></th><th></th><th></th><th></th><th></th><th></th></t<>									189.3						
20 FW WG TK F9       FW       30.8       90.17       101.7															
22 FW WG TK SB         FW         101.7         M         101.7         M							309.0								
22 FW 0B TK C     FW     62.4     FW     62.4     FW     62.4     FW     62.4     64.4															
36 FW WG TK SB       FW       64.4       66.2 <th></th>															
39 FW WG TK PS     FW     64.2     FW     FW <td< th=""><th></th><th></th><th>-</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></td<>			-												
76 FW WG TK SB       Ship's FW       68.2			-												
77 FW WG TK PS       Ship's FW       68.2       68.3       68.3       68.3       68.5       8.5 <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>68.2</th> <th>04.4</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>								68.2	04.4						
BS FW WG TK PS       FW       14.9         100 FW DB TK C       FW       5.8         102 FW WG TK PS       FW       8.5         103 FW WG TK SB       FW       8.5         105 Wub TK SB       FW       8.5         105 FW WG TK SB       FW       8.5         105 FW WG TK SB       FW       8.5         105 FW WG TK SB       FO       8.6         105 FW GTK SB       FO       8.70         46 PO TK SB       FO       70.3         46 PO TK 3 B       FO       70.3         47 PO TK 3 B       FO       70.3         48 PO TK 18B       FO       8.6.8         58 PO TK 18B       FO       8.6.8         58 PO TK 18B       FO       8.6.8         59 FO TK 18B       FO       8.6.8         59 FO TK 19B       FO       8.4.8         59 FO TK 19B       FO       8.4.8         59 FO TK 19B       FO       8.4.9         61 FO TK 4 PS       FO       8.4.8         50 OVERION TK       FO       8.4.8         50 FO TK 4 SB       FO       8.4.8         50 FO TK 4 SB       FO       8.4.8         51 R0       FO															
100 FW 0B TK C       FW       53.8 <th>80 FW WG TK SB</th> <th>FW</th> <th>18.0</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>18.0</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>	80 FW WG TK SB	FW	18.0						18.0						
102 FW WG TK P8       FW       8.5       8.5       8.5       8.5         103 FW GK TK S8       FW       8.5       28.6       28.6       6         03 F0 Service TK 3       FO       9.4       9.4       28.6       28.5       28.5       28.6       6       6         03 F0 Service TK 3       FO       9.4       9.4       9.4       6									14.9						
103 FW WG TK SB       FW       8.5       7.0       7.0.3															
105 Water Mist Tk       FW       28.6       9.4 <th></th>															
03 F0 Service TK 3       F0       9.4       9.5       9.5 <th></th>															
40 FO TK 5 SB       FO       87.0 <th></th> <th></th> <th></th> <th></th> <th>9.4</th> <th></th> <th></th> <th></th> <th>20.0</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>					9.4				20.0						
46 F0 TK 3 SB       F0       70.3 <th></th> <th>-</th> <th>-</th> <th></th>		-	-												
48 FO TK 2 S8       FO/BO       148.7       148.7       70.3       70.5       70.	43 FO TK 5 PS	FO	87.0		87.0										
49 F0 TK 3 PS       F0       70.3 <th></th> <th>-</th> <th></th> <th></th> <th>70.3</th> <th></th>		-			70.3										
51 F0 TK 2 SB       F0/B0       164.5				148.7											
S4 FO TK 1 S8       F0       86.8       27.1 <th></th> <th></th> <th></th> <th>404 5</th> <th></th>				404 5											
S5 F0 Overflow TK       F0       27.1       27.1       1         56 F0 TK 4 SB       F0       58.8       58.8       122.3       122.3         S9 F0 TK 1 PS       F0       62.6       62.6       122.3       122.3         71 F0 Service Tk 1       F0       9.4       9.4       122.3       122.3       1         75 F0 Service Tk 2       F0       11.1       11.1       11.1       1 </th <th></th> <th></th> <th></th> <th>104.5</th> <th></th>				104.5											
56 FO TK 4 SB       FO       58.8       58.8       59 FO TK 1 PS       FO       122.3       123.4       162.2       123.4       126.5       127.5       127.5       127.5       127.5       127.5       127.5       127.5       127.5       127.5       127.5       128.5       128.5       128.5       128.5       128.5       128.5       128.5       128.5       128.5       128.5       128.5       128.5       128.5       128.5       128.5		-													
61 FO TK 4 PS       FO       62.6       9.4       9.4       1		FO													
71 FO Service Tk 1       FO       9.4       9.4       11       11.1 <th>59 FO TK 1 PS</th> <th>FO</th> <th>122.3</th> <th></th> <th>122.3</th> <th></th>	59 FO TK 1 PS	FO	122.3		122.3										
73 FO Service Tk 2       FO       11.1       11.1       11.1       17.0       17.		-													
75 FO Settling Tk       FO       17.0		-													
42 LM TK       LM/BR       162.2       162.2       166.3         44 LM TK       LM/BR       160.3       160.3       162.2         45 LM TK       LM/BR       160.3       162.2       162.2       162.2         47 LM TK       LM/BR       160.3       160.3       162.2       162.2       162.2         50 LM TK       LM/BR       160.7       160.7       160.7       160.7       160.7         53 LM TK       LM/BR       160.7       160.7       160.7       160.7       160.7         58 METH TK PS       METH       51.8       160.7       160.7       160.7       160.7         58 METH TK SB       METH       48.1       160.7       51.8       160.7       130.7       130.7       130.7       130.7       160.7		-													
44 LM TK       LM/BR       160.3       Image: constraint of the second		-			17.0						162.2				
45 LM TK       LM/BR       162.2       Image: constraint of the second															
50 LM TK       LM/BR       160.7       Image: constraint of the second			162.2								162.2				
53 LM TK       LM/BR       160.7       Image: constraint of the second		LM/BR													
58 METH TK PS       METH       51.8       51.8       60         60 METH TK SB       METH       48.1       48.1       48.1       48.1         62 SPROD. SB       SP/LM       47.3       47.3       47.3       47.3       51.8       60       60         63 SPROD. SB       SP/LM       47.3       47.3       47.3       47.3       60 </th <th></th>															
60 METH TK SB       METH       48.1       47.3       47.4       47.4       47.3       47.4 </th <th></th> <th>160.7</th> <th></th> <th></th> <th></th> <th></th>											160.7				
62 SPROD. SB       SP/LM       47.3 </th <th></th>															
63 SPROD. SB       SP/LM       47.3       47.4       47.4       47.4       47.4       47.4       47.4       47.4       47.4       47.4       47.4       47.4       47.4       47.4       47.4       47.4       47.4       47.4       47.4       47.4 </th <th></th> <th>47.3</th> <th>40.1</th> <th></th> <th></th> <th></th>											47.3	40.1			
81 LM TK PS       LM/BR/SLOP       139.7       Image: constraint of the second secon															
82 LM TK SB       LM/BR       139.7       Image: strain of the strain															
27 Lube Oil       LO       7.4       Image: Constraint of the second s	82 LM TK SB		139.7												
66 CEM       Dry Bulk       62.7       62.7       62.7         67 CEM       Dry Bulk       62.7       62.7       62.7         68 CEM       Dry Bulk       62.7       62.7       62.7         69 CEM       Dry Bulk       62.7       62.7       62.7         69 CEM       Dry Bulk       62.7       62.7       62.7         Foam Tank       FOAM       1.8       1.8       1.8         Total Volume [m <sup>3</sup> ]       313.2       1,032.3       250.8       1,836.1       136.4       685.3       0.0       1,340.4       99.9       11.8       1.8       0.0															
67 CEM       Dry Bulk       62.7       62.7         68 CEM       Dry Bulk       62.7       62.7         69 CEM       Dry Bulk       62.7       62.7         Foam Tank       FOAM       1.8       1.8         Total Volume [m³]       313.2       1,032.3       250.8       1,836.1       136.4       685.3       0.0       1,340.4       99.9       11.8       1.8       0.0													7.4		
68 CEM       Dry Bulk       62.7															
69 CEM       Dry Bulk       62.7															
Foam Tank         FOAM         1.8         Image: Constraint of the state of the stat															
Total Volume [m <sup>3</sup> ] 313.2 1,032.3 250.8 1,836.1 136.4 685.3 0.0 1,340.4 99.9 11.8 1.8 0.0						02.1								1.8	
		Total Vo	lume [m <sup>3</sup> ]	313.2	1,032.3	250.8	1,836.1	136.4	685.3	0.0	1,340.4	99.9	11.8	1.8	0.0
	Spe	c Sheet Total Vo	lume [m <sup>3</sup> ]	313.2	958.3	250.8	1,337.8	136.4	656.7	0.0	1,340.4	99.9	11.8	1.8	0.0

\*Capacities shown are for lead vessel. Actual capacities may vary slightly.

\*Capacities shown in **RED** are excluded from the total volume.

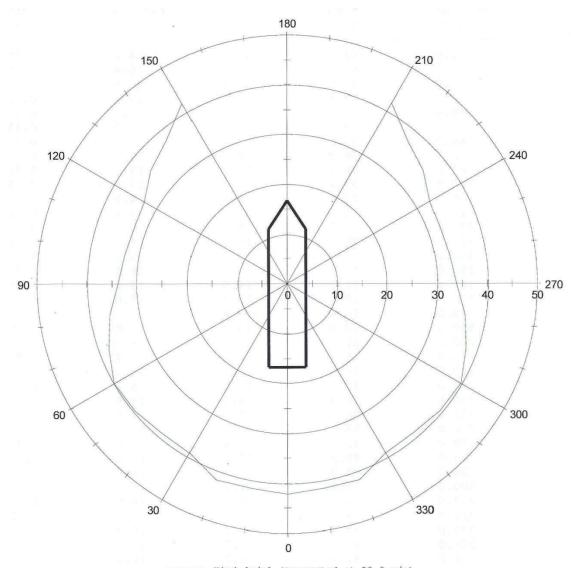
\*Capacities shown in BLUE are included in another Tank's Capacity.

\*Capacities shown in GREEN are counted for multiple Tank Capacities.

NOTICE: The dat

## **TROMS LYRA** DP Capability Plot





Ship: NOD-734 (imported), PSV 108, BN 756 Run: all intact

Wind [m/s] (truncated at 50.0 m/s)

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