Environmental friendly diesel electric propulsion uses less fuel than conventional direct drive systems and produces far less pollution. Vessels designed to maintain a speed of 13 knots at loadline (fully loaded condition), up to 20% faster than most existing vessels of equal size. Liquid mud tank capacity and delivery capabilities typically found only in much larger vessels. Oval liquid mud tanks with a self-cleaning system provide maximum circulation and are more cost-effective to clean than traditional square tanks.

**REGISTRATION**

- USCG Official # 1166313
- Year Built 2005
- Builder Bender Shipbuilding & Repair, Co, Inc. (USA)
- Classification ABS +A1, Offshore support vessel, +AMS, +DPS-2, SOLAS, USCG Subchapter L, Full Ocean

**MAIN CHARACTERISTICS**

- Length Overall 210 ft (64.00 m)
- Length Between Perpendiculars 202 ft (61.57 m)
- Beam 54 ft (16.50 m)
- Depth 19 ft (5.80 m)
- Operating Draft 16 ft (4.90 m)
- Operating Displacement 3,571 ft³ (3628 mt)
- Light Draft 7.9 ft (2.40 m)
- Gross Registered Tonnage 1,702

**CAPACITIES**

- Deadweight (2,308 ft³) 2,346 mt
- Cargo Deck Area (92 ft x 45 ft) 4,140 ft²
  - (28 ft x 13.71 m) 383.8 m²
- Cargo Deck Loading 1,024 lbs / ft² (5 mt / m²)
- Fuel Oil Cargo 4,816 bbl (202,280 gal) (766 m³)
- Fuel Oil Day Tank 278 bbl (11,670 gal) (44.2 m³)
- Bulk Mud 7,135 ft³ (202 m³)
- Liquid Mud 5,147 bbl (6 tanks) (816 m³)
- Rig Water 3,065 bbl (128,730 gal) (487 m³)
- Cargo Fresh Water 1,293 bbl (54,300 gal) (206 m³)
- Ship Fresh Water 415 bbl (17,444 gal) (66 m³)

**PERFORMANCE**

- Top Speed 12.5 knots @ 190 gph
- Cruising Speed 11 knots @ 147 gph
- Economical Speed 10 knots @ 120 gph
- DP Mode 50 gph

**DYNAMIC POSITIONING SYSTEM (CLASS II)**

ABS classed DP2 Redundant Positioning System consisting of:
- 2 Converteam ADP 21 consoles
- 2 Leica MX 420 / 2 DGPS
- 1 Cyscan Laser Reference Unit
- 2 Gill Wind Observer II Anemometers
- 2 Watson Vertical Reference Units
- 2 SG Brown Meridian Gyro
- 2 DP Alarm and Event Printers
- 2 x 4 kVA Uninterrupted Power Supply
- 1 Independent Joystick Control System

**PROPULE MACHINERY**

- Total Installed Power 4,730 kW (6,342 hp)
- Main Diesel Generators 2 x 1,825 kW (2,447 hp)
  - 480 V / 60 Hz (Cummins QSK 60)
  - 1 x 910 kW (1,220 hp)
  - 480 V / 60 Hz (Cummins KTA 38)
- Emergency Generator 1 x 170 kW (228 hp)
  - 480 V / 60 Hz (Cummins 6 CTA 8.3)
- Main Propulsion 2 x 1,566 kW (2,100 hp)
- Bow Tunnel Thrusters Z drive, 360° azimuthing (Steerprop 20)
  - 2 x 746 kW (1,000 hp)
  - CPP at 1,200 rpm (Seg 12S)

**CARGO DISCHARGE**

- Fuel Oil 600 gpm at 200 ft TDH (136 m³ / h at 60 m TDH)
- Rig Fresh Water 660 gpm at 196 ft (150 m³ / h at 60 m)
- Liquid Mud(LM) 660 gpm at 196 ft (150 m³ / h at 60 m)
- LM Segregated System Integrated / Segregated
- LM Segregation System Flygt Mixers
- Liquid Mud Tank Cleaning System Butterworth
  - (50 mt / hr at 60 m)
  - BM Segregated System Integrated / Segregated (2 Tanks each system)

**DECK EQUIPMENT**

- Fast Rescue Boat 1 x daughtercraft (8 person capacity) with hydraulic davit and HPU
- Rescue Boat 1 x MOB boat with davit
- Deck Cargo Crane 4.4 st @ 45.9 ft (4 mt @ 14 m)
- Anchor Windlass 2
- Roll Reduction System 1 Roll Stabilization Tank

**CONTROL & SAFETY**

- Fully integrated DP / control dual redundant system
- Alarm, monitoring and control system for periodically unattended machinery space
- Remote control and monitoring of liquid mud and bulk mud cargo systems

**ELECTRONICS**

- 2 Radars with ARPA 2 EPIRB (2 radar transponders)
- 2 Navigation Gyro Compass 5 UHF, 4 VHF (bridge to bridge)
- 1 Autopilot 1 Weather Fax
- 1 Depth Sounder 1 Navtex
- 1 Speed Log 1 PA / Loud Hailer
- 1 Radio System Compliant

**ACCOMMODATION**

- Fully Air-conditioned
- Accommodations for 42 people consisting of:
  - 4 x 1 man cabins
  - 5 x 2 man cabins
  - 7 x 4 man cabins
  - Hospital, Lounge, Instrument Room/Client Office Space, Galley, Provision Room, Stores, Mess
  - Walk in Refrigerator 423 Ft³ (11.9 m³)
  - Walk in Freezer 335 Ft³ (9.5 m³)
  - Water Maker (Aqua-Sep) 13 m³ / day

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 diligence 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. Fuel consumption figures are historically conservative approximations.
CONTI
210 CLASS PSV DP-2 PLATFORM SUPPLY VESSEL

GENERAL ARRANGEMENT DRAWING

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DYNAMIC POSITIONING CAPABILITY PLOTS
2 BT + 2 Azimuthing drives online
Multiple knot currents, wind speed in knots
Draft considered in 4.9 meters

Current Speed
- 0.0 Kts
- 1.0 Kts
- 2.0 Kts
- 3.0 Kts

Bow

Stern

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