ROYAL
260 CLASS DP-2 PLATFORM SUPPLY VESSEL

Environmentally 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 # 1159200
Year Built 2004
Builder Bender Shipbuilding & Repair, Co, Inc. (USA)
Flag U.S.A.
Classification ABS ✠A1, Offshore support vessel, ✠AMS, ✠DPS-2, SOLAS, USCG Subchapter L, Full Ocean
USCG Safety Standby EEP 100 endorsement by USCG for safety standby service

MAIN CHARACTERISTICS

Length Overall 252 ft (76.81 m)
Length Between Perpendiculars 230 ft (70.15 m)
Beam 54 ft (16.50 m)
Depth 19 ft (5.80 m)
Operating Draft 15.6 ft (4.76 m)
Operating Displacement 4,434 lt (4,504.04 mt)
Light Draft 7.87 ft (2.4 m)
Gross Registered Tonnage 2,045

CAPACITIES

Deadweight 2,882.74 lt 2,929.00 mt
Cargo Deck Area (179 ft x 45 ft) 8,055 ft² (54.6 m x 13.7 m) 748 m²
Cargo Deck Loading 1,024 lbs / ft² (5 mt / m²)
Fuel Oil Cargo 3,400 bbl (142,601 gal) (540.56 m³)
Fuel Oil Day Tank 293 bbl (1,231 gal) (46.61 m³)
Bulk Mud 7,135 ft³ (4 tanks) (202 m³)
Liquid Mud 8,215 bbl (13 tanks) (1,306.07 m³)
Rig Water 3,007 bbl (126,311 gal) (476.14 m³)
Cargo Fresh Water 5,040 bbl (211,715 gal) (901.43 m³)
Ship Fresh Water 409 bbl (17,200 gal) (65.11 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 GE ADP 21 consoles
2 Leica MX 420 / 2 DGPS
1 Cyscan Laser Reference Unit
3 Gill Wind Observer II Anemometers
3 Watson Vertical Reference Units
3 SG Brown Meridian Gyro
2 DP Alarm and Event Printers
2 x 4 kVA Uninterrupted Power Supply
1 Independent Joystick Control System
1 Mini RADASCAN Microwave Reference Unit

PROPEL - 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)
Z drive, 360° azimuthing (Steerprop SP 20)
Bow Tunnel Thrusters 2 x 746 kW (1,000 hp)
CPP at 1,200 rpm (Berg 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 Segregated
LM Agitation Flygt Mixers
LM Tank Cleaning System Butterworth
Bulk Material (BM) Compressors rated for 55 st / hr at 196 ft
Rig Fresh Water 660 gpm at 196 ft (150 m³ / h at 60 m)
BM Segregated System Segregated (2 Tanks each system)

DECK EQUIPMENT

Rescue Boat 1 x MOB boat with davit
Anchor Windlass SOLAS cargo ship safety equipment
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
1 Navigation Gyro Compass
1 Autopilot
1 Depth Sounder
1 Speed Log
1 Radio System Compliant
1 EPIRB (2 radar transponders)
5 UHF, 4 VHF (bridge to bridge)
1 Weather Fax
1 Navtex
1 PA / Loud Hailer

ACCOMMODATION

Fully Air-conditioned
Accommodations for 22 people consisting of:
4 x 1 man cabins
5 x 2 man cabins
2 x 4 man cabins
Galley, Provision Room, Stores, Mess
Walk in Refrigerator 423 ft³ (11.9 m³)
Walk in Freezer 335 ft³ (9.5 m³)

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.
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GENERAL ARRANGEMENT DRAWING

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