



Platform Supply Vessels - Pacific Griffon

The G Class vessels are built to Clean design as well as SPS 2008 notation. They have a high cargo carrying capacity of both deck and bulk cargoes; and are designed to support offshore drilling units operating in remote areas. Equipped with an electric power generation plant which powers two highly efficient counter rotating azimuth thrusters and three electric bow thrusters, this Class is able to maintain an enhanced level of station keeping and fuel efficiency. To further enhance this Class of vessels' service offerings the last four of this Class were built to OILREC compliance.

The G Class vessels are:

- | | | |
|-------------------|-----------------|-------------------|
| Pacific Gannet | Pacific Grebe | Pacific Guillemot |
| Pacific Goldfinch | Pacific Greylag | Pacific Gull |
| Pacific Gosling | Pacific Griffon | |
| Pacific Grackle | Pacific Grouse | |

Top Features

1. Highly fuel efficient in all operations.
2. Large liquid & dry bulk cargo capacity.
3. Quiet and comfortable accommodation.
4. Excellent station keeping.

Key Specifications

- Free Deck Area - 810 m²
- Brake Horsepower - 6434 bHP
- Deadweight - 4045 t
- Deck Load Capacity - 1750 t



| General Information | |
|--------------------------|--|
| Vessel Name | Pacific Griffon |
| Built | Japan Marine United Corporation, January 2018 |
| Flag | Singapore |
| Call Sign | 9VFJ4 |
| IMO No. | 9742857 |
| Classification | |
| Class Notation | DNV +1A1 Fire fighter(I) Offshore service vessel(Supply) Clean DYNPOS(AUTR) EO OILREC SF SPS |
| Dimensions | |
| Length (LOA) | 84.65 m |
| Beam | 18.0 m |
| Summer Draft | 6.43 m |
| Deadweight @ SummerDraft | 4045 t |
| GT | 3585 |
| Deck Capacities | |
| Deck Load Capacity | 1750 t |
| Deck Strength | 10 t/m ² (Approx -5 to 25 Frame) 5 t/m ² (Approx 25 to 70 Frame) |
| Free Deck Area | 810 m ² |
| Length x Width | 54 x 15 m |
| Tank Capacities | |
| Base Oil | 175 m ³ (Dedicated) |
| NLS | 763 m ³ (Multiuse Tanks) |
| Brine / Mud | See NLS |
| Drill / Ballast Water | 1753 m ³ (Dedicated tanks) |
| Dry Bulk | 319 m ³ (In 5 dedicated tanks) |
| Fresh Water | 684 m ³ (Dedicated tanks) |

| Fuel Dedicated | See Ship Fuel and Cargo fuel dedicated |
|-------------------------|---|
| Fuel Total | See Ship Fuel and Cargo fuel dedicated |
| Tank Capacities Details | Refer to Tank Capacities Table |
| Drilling Brine | See NLS |
| Oil Recovery | 795 m ³ (Multiuse tanks) |
| Ship Fuel Dedicated | 302 m ³ (Dedicated tanks) |
| Ship Fuel Total | 893 m ³ (Multiuse tanks) |
| Cargo Fuel Dedicated | 795 m ³ |
| Cargo Fuel Total | 966 m ³ (Multiuse tanks) |
| Ballast Water | 1753 m ³ (Dedicated tanks) |
| Drill Water | 1753 m ³ (Dedicated tanks) |
| Special Liquids | N/A |
| Propulsion | |
| Main Generator | 2 x Diesel/Gen approximately, 1720 eKw (2150 kVA) , 690v, 60 Hz each 2 x Diesel/Gen approximately, 680 eKw (850 KVA), 690v, 60 Hz each Total - 6434 bHP |
| Propulsion Thruster | 2 x Azimuth thrusters at 2000 kW |
| Thruster | 3 x Bow tunnel 730 eKw / 979 bHP |
| Deck Equipment | |
| Capstans | 2 x 10 t pull at approx. 0-20 m/min, capacity for 100 m of 18 mm wire |
| Tugger Winches | 2 x Brake capacity @ 20 t Duty drum nominal pull 10 tonnes @ 0-20 m/min |
| Provision Crane | Working radius Max = 14 m Min = 2.5 m SWL = 5 t |
| Performance & Economy | |

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| Economical Speed | Approx. 8 m ³ /day @ 10 knots |
| DP<20% | Approx. 3 m ³ /day |
| DP>35% | Approx. 4 m ³ /day |
| Standby in Field | Approx. 2.5 m ³ /day |
| Standby in Port | Approx. 1.5 m ³ /day |
| Note | Performance & Economy figures are given at mean vessel draft of 5.0 m (2200 t deadweight) & Beaufort Scale 2 |
| Dynamic Positioning System | |
| Type | GE Energy c-Series DPS-21 Duplex DP System |
| Reference Systems | 2 x Veripos LiD5 DGNSS 1 x Fanbeam 1 x RadaScan (Interface available for future installation: HPR) |
| Motion Reference Units | 3 x VRU 2 x Ultrasonic Anemometers 3 x Gyros Compasses |
| Rescue Boat | |
| 1. 1 x Yanmar 4LHA-STP, SOLAS approved FRB with diesel inboard engine, waterjet drive. | |
| Accommodation | |
| Person Capacity | Total 49 15 x 1man cabin (Including Hospital) 13 x 2man cabins 2 x 4man cabins |

Tank Capacities Table

| G Class Tank Capacities @ 100% | | | | | | | | |
|--|---------------|--------|-------|---------------|---------------|---------------|---------------|---------|
| Tank | Volume | WB/DW | FW | Ship's FO | Cargo FO | NLS | Base Oil | ORO |
| 1 C WB/DW | 179.3 | 179.3 | | | | | | |
| 2P FW | 84.4 | | 84.4 | | | | | |
| 2S FW | 84.4 | | 84.4 | | | | | |
| 3P DB FW | 34.8 | | 34.8 | | | | | |
| 3S DB FW | 38.7 | | 38.7 | | | | | |
| 4P Deep FW | 79 | | 79 | | | | | |
| 4S Deep FW | 86.8 | | 86.8 | | | | | |
| 9P DB WB/DW | 32.6 | 32.6 | | | | | | |
| 9S DB WB/DW | 32.8 | 32.8 | | | | | | |
| 17P FO Settl. | 41.6 | | | 41.6 | | | | |
| 17S FO Settl. | 41.6 | | | 41.6 | | | | |
| 20P FO Day | 28.6 | | | 28.6 | | | | |
| 20S FO Day | 28.6 | | | 28.6 | | | | |
| 21P Wing WB/DW | 54 | 54 | | | | | | |
| 21S Wing WB/DW | 54.1 | 54.1 | | | | | | |
| 22 Anti-Roll WB | 97.1 | 97.1 | | | | | | |
| 23 Anti-Roll WB | 108 | 108 | | | | | | |
| 24P Wing WB/DW | 46.7 | 46.7 | | | | | | |
| 24S Wing WB/DW | 46.6 | 46.6 | | | | | | |
| 25P WB/DW | 51.1 | 51.1 | | | | | | |
| 25C WB/DW | 45.7 | 45.7 | | | | | | |
| 25S WB/DW | 51.1 | 51.1 | | | | | | |
| 26P BO | 95.8 (87.8) | | | | | | 95.8 (87.8) | |
| 26S BO | 94.9 (86.9) | | | | | | 94.9 (86.9) | |
| 27P NLS/Ship's FO | 123.2 (124.1) | | | 123.2 (124.1) | | 123.2 (124.1) | | |
| 27S NLS/Ship's FO | 124.1 | | | 124.1 | | 124.1 | | |
| 28P Ship's Fuel | 79.7 | | | 79.7 | | | | |
| 28S Ship's Fuel | 81.9 | | | 81.9 | | | | |
| 34P Wing WB/DW | 59.2 | 59.2 | | | | | | |
| 34S Wing WB/DW | 59.2 | 59.2 | | | | | | |
| 35P DB WB/DW | 64.1 | 64.1 | | | | | | |
| 35S DB WB/DW | 64.1 | 64.1 | | | | | | |
| 35C DB WB/DW | 59.9 | 59.9 | | | | | | |
| 36P NLS/Ship's FO | 171.8 | | | 171.8 | | 171.8 | | |
| 36S NLS/Ship's FO | 171.8 | | | 171.8 | | 171.8 | | |
| 37P NLS/Cargo FO | 85.9 | | | | 85.9 | 85.9 | | |
| 37S NLS/Cargo FO | 85.9 | | | | 85.9 | 85.9 | | |
| 38P Wing WB/DW | 40.3 | 40.3 | | | | | | |
| 38S Wing WB/DW | 40.3 | 40.3 | | | | | | |
| 39P DB WB/DW | 43.2 | 43.2 | | | | | | |
| 39S DB WB/DW | 43.2 | 43.2 | | | | | | |
| 42P Cargo FO | 132.7 | | | | 132.7 | | | (132.7) |
| 42S Cargo FO | 132.7 | | | | 132.7 | | | (132.7) |
| 43P Wing WB/DW | 30.9 | 30.9 | | | | | | |
| 43S Wing WB/DW | 30.9 | 30.9 | | | | | | |
| 44P DB WB/DW | 35.5 | 35.5 | | | | | | |
| 44C DB WB/DW | 35.7 | 35.7 | | | | | | |
| 44S DB WB/DW | 35.5 | 35.5 | | | | | | |
| 45P Cargo FO | 142.7 (141.4) | | | | 142.7 (141.4) | | | (141.4) |
| 45S Cargo FO | 142.7 (141.4) | | | | 142.7 (141.4) | | | (141.4) |
| 46P Wing/DB WB/DW | 69.4 | 69.4 | | | | | | |
| 46C DB WB/DW | 47.8 | 47.8 | | | | | | |
| 46S Wing/DB WB/DW | 69.4 | 69.4 | | | | | | |
| 47P Cargo FO | 123.2 | | | | 123.2 | | | (123.2) |
| 47S Cargo FO | 123.2 | | | | 123.2 | | | (123.2) |
| 48P Wing WB/DW | 16.7 | 16.7 | | | | | | |
| 48S Wing WB/DW | 16.7 | 16.7 | | | | | | |
| 49P FW | 109.5 | | 109.5 | | | | | |
| 49S FW | 109.5 | | 109.5 | | | | | |
| 50P FW | 31.1 | | 31.1 | | | | | |
| 50S FW | 25.6 | | 25.6 | | | | | |
| 51C WB/DW | 62.6 | 62.6 | | | | | | |
| 53C WB/DW | 29.5 | 29.5 | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| Dedicated Tanks: | @ 100% | 1753.2 | 683.8 | 302 | 797.2 (794.6) | | 190.7 (174.7) | |
| With Multiuse Tanks: | @ 100% | | | 892.9 (893.8) | 969 (966.4) | 762.7 (763.6) | | (794.6) |
| | | WB/DW | FW | Ship's FO | Cargo FO | NLS | Base Oil | ORO |
| Bulk Capacity of 318.5 m ³ in five dedicated tanks | | | | | | | | |
| Figures in () denote slight difference in tank capacity for Pacific Griffon, Grouse, Guillemot & Gull which are OIL REC Classed by DNV GL | | | | | | | | |

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