



Anchor Handling Tug Supply Vessels - Pacific Rapier

Built to an advanced UT738 design, the R Class vessels are multi-purpose anchor handlers, designed to support jack-up rigs and offshore installations. With a large accommodation capacity, plenty of clear back deck space, as well as Dynamic Positioning (DP) capabilities, these vessels have proven to be versatile in a number of offshore applications including ROV operations.

The R Class vessels are:

- Pacific Raider
- Pacific Rapier
- Pacific Retriever

Top Features	Key Specifications
<ol style="list-style-type: none"> <li>1. Large accommodation.</li> <li>2. Ideal for towing &amp; supporting jack-up rigs.</li> <li>3. Good station keeping during operations.</li> <li>4. Ideal for ROV operations.</li> </ol>	<ul style="list-style-type: none"> <li>• Bollard Pull - 87.3 t</li> <li>• Free Deck Area - 408 m<sup>2</sup></li> <li>• Brake Horsepower - 6997 bHP</li> <li>• Winch Line Pull - 150 t</li> </ul>



General Information	
Vessel Name	Pacific Rapier
Built	Pan United Shipyard, Batam, June 2006
Flag	Singapore
Call Sign	9V5943
IMO No.	9340037
Classification	
Class Notation	DNV-GL +1A1 Fire fighter(I) Tug DYNPOS(AUTR) E0 LFL(*) SF
Dimensions	
Length (LOA)	64.3 m
Beam	15.0 m
Summer Draft	5.78 m
Deadweight @ SummerDraft	2204 t
GT	1811
Deck Capacities	
Deck Load Capacity	930 t
Deck Strength	5 t/m <sup>2</sup> - Main Deck
Free Deck Area	408 m <sup>2</sup>
Length x Width	34 x 12 m
Tank Capacities	
NLS	See brine/mud
Brine / Mud	140 m <sup>3</sup> Brine (Multi usage tanks) 561 m <sup>3</sup> Mud (Multi usage tanks, dedicated 421 m <sup>3</sup> )
Drill / Ballast Water	480 m <sup>3</sup>
Dry Bulk	187 m <sup>3</sup> (In 4 dedicated tanks)
Fresh Water	348 m <sup>3</sup>
Fuel Dedicated	505 m <sup>3</sup> (Dedicated)
Fuel Total	925 m <sup>3</sup>

Tank Capacities Details	Refer to Tank Capacities Table
Drilling Brine	See brine/mud
Ballast Water	480 m <sup>3</sup>
Drill Water	480 m <sup>3</sup>
Special Liquids	2 x 37.5 m <sup>3</sup> (Methanol)
Propulsion / Bollard Pull	
Main Engines	2 x Bergen diesel engines each 2610 kW = 5220 kW (6997 bHP), Twin CPP propellers in KORT nozzles, with Hi-lift flap rudders
Thrusters	2 x bow tunnel 500 kW / 670 bHP 2 x stern tunnel 500 kW / 670 bHP
Bollard Pull	87.3 t @ 100 % MRC
Deck Equipment	
Anchor Handling Winch	1 x AH winch 150 t 1st layer @ 0-7.2 m/min Wire capacity 1200 m of 64 mm dia.
Towing Pins	2 x Karmoy 160 t SWL
Shark Jaws	1 x Karmoy 300 t MBL
Stern Roller	RRM 2.0 m x 4.0 m @ 300 t SWL
Capstans	2 x RRM 10 t @ 0-20 m/min, Light line 0-22 m/min
Tugger Winches	2 x RRM 6 t @ 0-18 m/min Storage capacity 250 m of 18 mm dia. Wire Light line 0-58 m/min
Provision Crane	Electric Hydraulic, Fixed Boom Capacity 2 t @ 10 m
Chain Gypsies	1 x 76 mm mounted on work drum
Performance & Economy	
Economical Speed	Approx. 10.7 m <sup>3</sup> /Day @ 10kts

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DP<20%	Approx. 7.6 m <sup>3</sup> /Day
DP>35%	Approx. 11 m <sup>3</sup> /Day
Standby in Field	Approx. 4 m <sup>3</sup> /Day (one engine running)
Standby in Port	Approx. 1.2 m <sup>3</sup> /day
Note	Performance & Economy figures are given at mean vessel draft of 5.0 m (1525 t deadweight) & Beaufort Scale 2
<b>Dynamic Positioning System</b>	
Type	GE Energy DPS21 duplex system DP System
Reference Systems	2 x Veripos LiD5 DGNSS 1 x Fanbeam (Interface available for future installation: CyScan and HPR)
Motion Reference Units	3 x Gyro Compasses 2 x Ultrasonic wind sensors 3 x VRUs
<b>Rescue Boat</b>	
1. 1 x Maritime Partner MP660 Springer 10 person, SOLAS approved FRB with inboard diesel waterjet	
<b>Accommodation</b>	
Person Capacity	Total 36 4 x 1man cabin 10 x 2man cabins (Including hospital) 3 x 4mans cabins

**Tank Capacities Table**

<b>R Class (IDN Build) Tank Capacities @ 100%</b>						
<b>Tank</b>	<b>Volume</b>	<b>WB/DW</b>	<b>FW</b>	<b>FO</b>	<b>Brine</b>	<b>Mud</b>
1 Forepeak	71.7	71.7				
2 DB/Wing Tk 1P	129.5		129.5			
3 DB/Wing Tk 1S	135.4		135.4			
4 DB/Wing Tk 2P	40.5	40.5				
5 DB/Wing Tk 2S	49.2	49.2				
6 DB/Wing Tk 3P	94.8			94.8		
7 DB/Wing Tk 3S	65.6			65.6		
8 FO Service Tk Port	24.6			24.6		
9 FO Service Tk Stbd	21.2			21.2		
10 DB/Wing Tk 4P	124.4			124.4		
11 DB/Wing Tk 4S	124.4			124.4		
12 DB/Wing Tk 5P	127.1	127.1				
13 DB/Wing Tk 5S	127.7	127.7				
14 Wing Tk 6P	41.5		41.5			
15 Wing Tk 6S	41.5		41.5			
16 Wing Tk 7S	77.4 (0)		77.4 (0)			
17 Wing Tk 8P	67.7 (0)		67.7 (0)			
18 Wing Tk 8S	65.8 (0)		65.8 (0)			
19 Aft Peak P	29.4	29.4				
20 Aft Peak S	34.8	34.8				
21 FO Settling Tk	30			30		
22 Glycol Tk 2	70.1				70.1	70.1
23 Glycol Tk 1	70.1				70.1	70.1
24 Mud Tk 2	70.1			70.1		70.1
25 Mud Tk 1	70.1			70.1		70.1
26 Mud Tk 4	70.1			70.1		70.1
27 Mud Tk 3	70.1			70.1		70.1
28 Mud Tk 6	70.1			70.1		70.1
29 Mud Tk 5	70.1			70.1		70.1
34 Wing Tk 7 P	74.8 (0)		74.8 (0)			
37 DB/Centre Tk 6	19.1			19.1		
<b>Dedicated Tanks:</b>	<b>@ 100%</b>	<b>480.4</b>	<b>633.6 (347.9)</b>	<b>504.1</b>		
<b>With Multiuse Tanks:</b>	<b>@ 100%</b>			<b>924.7</b>	<b>140.2</b>	<b>560.8</b>
		<b>WB/DW</b>	<b>FW</b>	<b>FO</b>	<b>Brine</b>	<b>Mud</b>
<b>This tank capacities table applies to Pacific Rapier and Pacific Responder</b>						
<b>Bulk Capacity of 186.8 m<sup>3</sup> in four dedicated tanks</b>						
<b>Figures in ( ) denote Pacific Rapier Tank Capacity</b>						
<b>Pacific Rapier has 2 x methanol tanks with capacity of 75 m<sup>3</sup></b>						