



SPARK TIDE as shown, SWIFT TIDE similar

PX 105 PSV

Vessel Characteristics

| | | |
|--------------------|--|----------------------|
| Length, Overall: | 291.7 ft | 88.9 m |
| Beam: | 62.3 ft | 19 m |
| Depth: | 26.3 ft | 8 m |
| Maximum Draft: | 21.8 ft | 6.7 m |
| Light Draft: | 11 ft | 3.4 m |
| Minimum Height: | 93.5 ft | 28.5 m |
| Freeboard: | 4.6 ft | 1.4 m |
| Displacement: | 7,530 lt | 7,650 mt |
| Deadweight: | 4,510 lt | 4,580 mt |
| Clear Deck Space: | 209 x 53 ft | 64 x 16 m |
| Clear Deck Area: | 11,000 ft ² | 1,020 m ² |
| Deck Strength FWD: | 1,020 lb/ft ² | 5 t/m ² |
| Deck Strength AFT: | 2,050 lb/ft ² | 10 t/m ² |
| Class Notations: | DNV: +1A1, Fire fighter(I), Offshore service vessel, Clean(Design), COMF(V-3), DK(+), DYNPOS(AU-TR), E0, HL(2.8), Ice(C), LFL(*), NAUT(OSV(A)), OILREC, SF | |

Capacities

| | | |
|----------------------------------|------------------------|----------------------|
| Deck Cargo: | 2,850 lt | 2,900 t |
| Fuel Oil: | 252,000 gal | 950 m ³ |
| Potable Water: | 34,500 gal | 130 m ³ |
| Fresh Water: | 119,000 gal | 450 m ³ |
| Drill/Ballast Water: | 579,000 gal | 2,190 m ³ |
| Bulk Tanks (5 tanks): | 11,300 ft ³ | 320 m ³ |
| Liquid Mud (2.8 SG*): | 5,480 bbl | 870 m ³ |
| *Max Structural Specific Gravity | | |
| Methanol: | 920 bbl | 150 m ³ |
| Base Oil: | 1,420 bbl | 230 m ³ |
| Brine: | 2,300 bbl | 360 m ³ |
| Fire Fighting Foam: | 1,320 gal | 5 m ³ |

TIDEWATER

Find out more

tdw.com

Pg.2 Further Specifications
Pg.3 General Arrangement

Pg.4 Capacity Table
Pg.5 DP Capability Plot

Machinery

| | | | |
|---------------------------|----------------------------|---------|-------|
| Diesel Electric Vessel | | | |
| Propulsive/Total HP: | 6,700 / 8,730 | | |
| Z-Drives: | Yes | | |
| Propellers (2): | AZP 100RRM AZIPULL, 2500KW | | |
| Primary Generators (4): | 1,550 kw | 690 v | 60 hz |
| Driven by: | CAT 3512-C | | |
| Emergency Generators (1): | 230 kw | 440 v | 60 hz |
| Driven by: | CAT C9 | | |
| Bow Thruster (2): | TT2200 DPN TT CP | | |
| Driven by: | 880KW ELECTRIC MOTORS | | |
| Total Thrust: | 29.5 st | 26.8 mt | |

Deck Equipment

| | |
|---------------|-------------------------------|
| Anchors (2): | 3540 KG SPEK |
| Anchor Chain: | 260 m of 46 mm chain per side |
| Windlass: | 10T MG-HAM/GDDG-46U3 |
| Crane (1): | 2 t @ 13 m |
| Capstans (2): | 10 t ODIM MC E 80/18-36 |
| Tugger (2): | 10 t MacGregor MG-HUW-10UR/UL |

Accommodations

| | |
|---------------------|-----------------------------|
| No. of Berths: | 26 |
| Cabins: | 14x1-man, 2x2-man & 2x4-man |
| Certified to Carry: | 26 |
| Galley seating: | 20 |
| Hospital: | Yes |

Registration

| | |
|-------------------|---------------------------------|
| Flag: ISLE OF MAN | Home Port: DOUGLAS |
| Hull Number: 2026 | IMO N ^o : 9656694 |
| Year Built: 2014 | Call Sign: MGD ^P 2 |
| Builder: | Zhejiang Shipbuilding Co., Ltd. |
| Tonnage (ITC): | 4007 GT1533 NT |

Performance*

| Fuel Consumption Vs Speed | | |
|---------------------------|----------------------------------|------------------|
| Maximum: | 31 m³/day (340 gph) @ 15 knots | |
| Cruising: | 15.6 m³/day (170 gph) @ 12 knots | |
| Economical: | 10.4 m³/day (110 gph) @ 10 knots | |
| Standby: | 2.4 m³/day (26.4 gph) @ 0 knots | |
| Range @ 12 Knots: | 17,500 nm | |
| Transfer Rates | | |
| Fuel Oil: | 1100 gpm @ 300 ft | 250 m³/h @ 92 m |
| Fresh Water: | 1,100 gpm @ 300 ft | 250 m³/h @ 92 m |
| Drill/Ballast Water: | 1,100 gpm @ 300 ft | 250 m³/h @ 92 m |
| Bulk: | 37.7 cfm @ 190 ft | 64.1 m³/h @ 57 m |
| Liquid Mud: | 440 gpm @ 800 ft | 100 m³/h @ 240 m |
| Base Oil: | 660 gpm @ 300 ft | 150 m³/h @ 92 m |
| Brine: | 440 gpm @ 800 ft | 100 m³/h @ 240 m |
| Methanol: | 440 gpm @ 230 ft | 100 m³/h @ 71 m |

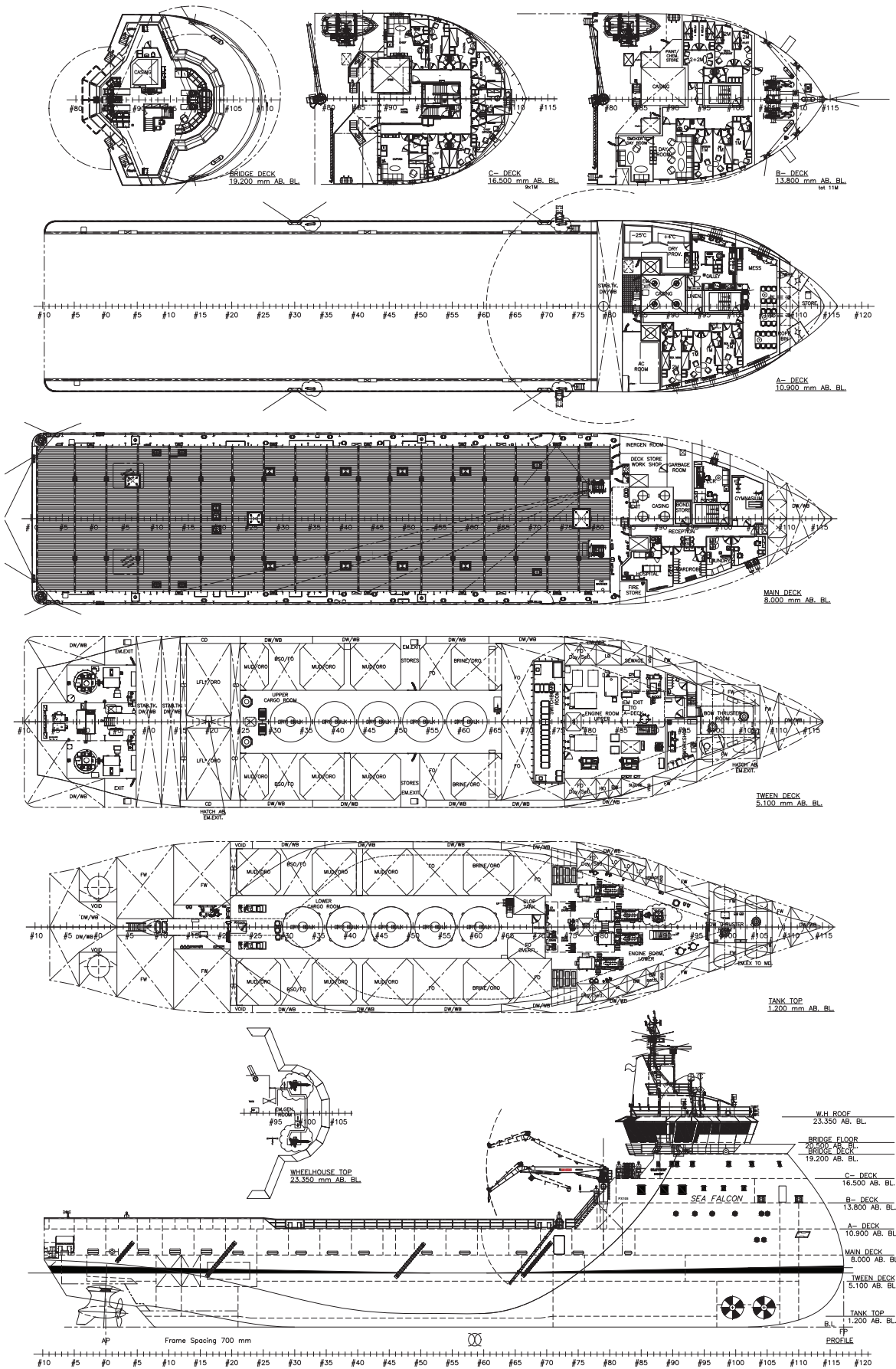
Nav/Comms Equipment

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

Special Equipment

| | |
|--|---|
| Firefighting: | FiFi-1 |
| Dynamic Positioning: | DP-2 |
| Ref. Systems: | 3 x MRU; 2 x DGPS 1 x Microwave-based; 1 x Laser-based |
| Mud Circulation System/ Mud Mixers: | Yes/Yes |
| Tank Cleaning: | Yes |
| Rescue Boat: | 6-Man MATRIX 450 MOB |
| Fuel Monitoring: | FuelTrax |
| Gas Detection: | Yes |
| Reefer Sockets: | 12x 230V 16A, 2x 440V |
| Misc: | ORO Capacity - 1382.4 m³; MSD; Eye Wash Station |

*Approximate values assuming Ideal Conditions



SWIFT TIDE

Capacity Table



| Tank | Contents | Volume m ³ | Base Oil | Fuel Oil | Dry Bulk | DW/WB | Potable Water | Fresh Water | Brine | Liquid Mud | Methanol | Lube Oil | Foam | Oil Disp. |
|---|-----------|--------------------------|-------------|-------------|-------------|---------|------------------|----------------|-------|---------------|----------|-------------|------|--------------|
| FOREPEAK TK | DW/WB | 117.2 | | | | 117.2 | | | | | | | | |
| WB CENTER TK DB | DW/WB | 41.5 | | | | 41.5 | | | | | | | | |
| WB TK 2 DB PS | DW/WB | 46.1 | | | | 46.1 | | | | | | | | |
| WB TK 2 DB SB | DW/WB | 47.3 | | | | 47.3 | | | | | | | | |
| WB TK 3 DB PS | DW/WB | 58.2 | | | | 58.2 | | | | | | | | |
| WB TK 3 DB SB | DW/WB | 58.2 | | | | 58.2 | | | | | | | | |
| WB TK 4 DB PS | DW/WB | 100.8 | | | | 100.8 | | | | | | | | |
| WB TK 4 DB SB | DW/WB | 100.8 | | | | 100.8 | | | | | | | | |
| WB TK 5 DB PS | DW/WB | 106.5 | | | | 106.5 | | | | | | | | |
| WB TK 5 DB SB | DW/WB | 106.5 | | | | 106.5 | | | | | | | | |
| WB TK 6 DB PS | DW/WB | 101.5 | | | | 101.5 | | | | | | | | |
| WB TK 6 DB SB | DW/WB | 101.5 | | | | 101.5 | | | | | | | | |
| WB WING TK 3 PS | DW/WB | 46.5 | | | | 46.5 | | | | | | | | |
| WB WING TK 3 SB | DW/WB | 59.0 | | | | 59.0 | | | | | | | | |
| WB WING TK 4 PS | DW/WB | 43.6 | | | | 43.6 | | | | | | | | |
| WB WING TK 4 SB | DW/WB | 43.6 | | | | 43.6 | | | | | | | | |
| WB WING TK 5 PS | DW/WB | 43.2 | | | | 43.2 | | | | | | | | |
| WB WING TK 5 SB | DW/WB | 43.2 | | | | 43.2 | | | | | | | | |
| WB WING TK 6 PS | DW/WB | 48.4 | | | | 48.4 | | | | | | | | |
| WB WING TK 6 SB | DW/WB | 48.4 | | | | 48.4 | | | | | | | | |
| WB WING TK 7 PS | DW/WB | 30.7 | | | | 30.7 | | | | | | | | |
| WB WING TK 7 SB | DW/WB | 30.7 | | | | 30.7 | | | | | | | | |
| WB WING TK 10 PS | DW/WB | 152.8 | | | | 152.8 | | | | | | | | |
| WB WING TK 10 SB | DW/WB | 152.8 | | | | 152.8 | | | | | | | | |
| ROLL RED TK 1 | DW/WB | 134.5 | | | | 134.5 | | | | | | | | |
| ROLL RED TK 2 | DW/WB | 177.4 | | | | 177.4 | | | | | | | | |
| ROLL RED TK 3 | DW/WB | 149.7 | | | | 149.7 | | | | | | | | |
| FW TK 1 C | FW | 78.8 | | | | | | 78.8 | | | | | | |
| FW WING TK 1 PS | Ship's FW | 65.3 | | | | | 65.3 | | | | | | | |
| FW WING TK 1 SB | Ship's FW | 65.3 | | | | | 65.3 | | | | | | | |
| FW WING TK 2 PS | FW | 67.4 | | | | | | 67.4 | | | | | | |
| FW WING TK 2 SB | FW | 67.4 | | | | | | 67.4 | | | | | | |
| FW WING TK 8 PS | FW | 68.1 | | | | | | 68.1 | | | | | | |
| FW WING TK 8 SB | FW | 68.1 | | | | | | 68.1 | | | | | | |
| FW WING TK 9 PS | FW | 50.6 | | | | | | 50.6 | | | | | | |
| FW WING TK 9 SB | FW | 50.6 | | | | | | 50.6 | | | | | | |
| FO TK 1 PS | FO | 199.3 | | 199.3 | | | | | | | | | | |
| FO TK 1 SB | FO | 199.3 | | 199.3 | | | | | | | | | | |
| FO TK 2 PS | FO | 164.7 | | 164.7 | | | | | | | | | | |
| FO TK 2 SB | FO | 164.7 | | 164.7 | | | | | | | | | | |
| FO SETTLING 1 | FO | 16.2 | | 16.2 | | | | | | | | | | |
| FO SETTLING 2 | FO | 16.2 | | 16.2 | | | | | | | | | | |
| FO SERVICE TK 1 | FO | 19.1 | | 19.1 | | | | | | | | | | |
| FO SERVICE TK 2 | FO | 19.1 | | 19.1 | | | | | | | | | | |
| FO DRAIN TK | FO | 6.8 | | 6.8 | | | | | | | | | | |
| FO OVERFLOW | FO | 45.4 | | 45.4 | | | | | | | | | | |
| BASE OIL TK PS | FO/BO | 112.8 | 112.8 | 112.8 | | | | | | | | | | |
| BASE OIL TK SB | FO/BO | 112.8 | 112.8 | 112.8 | | | | | | | | | | |
| BRINE TK 1 PS | BRI/ORO | 182.5 | | | | | | | 182.5 | | | | | |
| BRINE TK 1 SB | BRI/ORO | 182.5 | | | | | | | 182.5 | | | | | |
| LFL TK PS | LFL/ORO | 73.0 | | | | | | | | | 73.0 | | | |
| LFL TK SB | LFL/ORO | 73.0 | | | | | | | | | 73.0 | | | |
| MUD TK 1 PS | LM/ORO | 186.8 | | | | | | | | 186.8 | | | | |
| MUD TK 1 SB | LM/ORO | 186.8 | | | | | | | | 186.8 | | | | |
| MUD TK 2 PS | LM/ORO | 153.6 | | | | | | | | 153.6 | | | | |
| MUD TK 2 SB | LM/ORO | 153.6 | | | | | | | | 153.6 | | | | |
| MUD TK 3 PS | LM/ORO | 95.3 | | | | | | | | 95.3 | | | | |
| MUD TK 3 SB | LM/ORO | 95.3 | | | | | | | | 95.3 | | | | |
| CEM TK 201 | DRY BULK | 64.1 | | | 64.1 | | | | | | | | | |
| CEM TK 202 | DRY BULK | 64.1 | | | 64.1 | | | | | | | | | |
| CEM TK 203 | DRY BULK | 64.1 | | | 64.1 | | | | | | | | | |
| CEM TK 204 | DRY BULK | 64.1 | | | 64.1 | | | | | | | | | |
| CEM TK 205 | DRY BULK | 64.1 | | | 64.1 | | | | | | | | | |
| LO STORE ME | LO | 13.8 | | | | | | | | | | 13.8 | | |
| LO STORE AZI | LO | 4.5 | | | | | | | | | | 4.5 | | |
| LO STORE THR | LO | 4.9 | | | | | | | | | | 4.9 | | |
| LO STORE SPARE | LO | 5.4 | | | | | | | | | | 5.4 | | |
| FOAM TK | FOAM | 5.0 | | | | | | | | | | | 5.0 | |
| Total Volume [m ³] | | | 225.6 | 1,076.5 | 320.4 | 2,190.5 | 130.6 | 451.1 | 365.0 | 871.4 | 146.0 | 28.6 | 5.0 | 0.0 |
| Spec Sheet Total Volume [m ³] | | | 225.6 | 953.6 | 320.4 | 2,190.5 | 130.6 | 451.1 | 365.0 | 871.4 | 146.0 | 28.6 | 5.0 | 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.



KONGSBERG

DP Capability Plot

DESS - ZJ 2019-2026

Case number : 1
Case description : Optimum use of all thrusters
Thrusters active : T1-T4
Rudders active :

Version : StatCap v. 2.9.0
Input file reference : Foot_4263.scp
Last modified : 2012-02-14 13.41

Length overall : 88.8 m
Length between perpendiculars : 82.0 m
Breadth : 19.0 m
Draught : 6.0 m
Displacement : 7500.0 t (Cb = 0.78)
Longitudinal radius of inertia : 20.5 m (= 0.25 * Lpp)
Pos. of origin ahead of Lpp/2 (Xo) : 0.0 m
Wind load coefficients : Calculated (Blendermann)
Current load coefficients : Calculated (Strip-theory)
Wave-drift load coefficients : Database (Scaled by Breadth/Length)

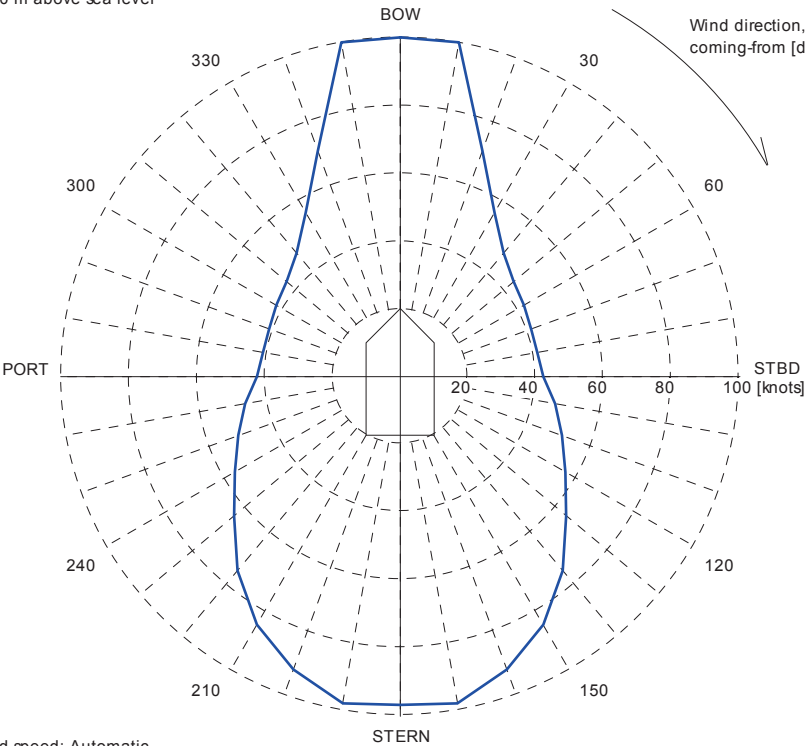
Tidal current direction offset : 0.0 deg
Wave direction offset : 0.0 deg
Wave spectrum type : JONSWAP (gamma = 3.30)
Wind spectrum type : NPD
Current - wave-drift interaction : OFF
Load dynamics allowance : 1.0 * STD of thrust demand
Additional surge force : 0.0 tf
Additional sway force : 0.0 tf
Additional yawing moment : 0.0 tf.m
Additional force direction : Fixed
Density of salt water : 1026.0 kg/m³
Density of air : 1.226 kg/m³ (15 °C)

Power limitations : ON
Thrust loss calculation : ON

| # | Thruster | X [m] | Y [m] | F+ [tf] | F- [tf] | Max [%] | Pe [kW] | Rudder |
|---|----------|-------|-------|---------|---------|---------|---------|--------|
| 1 | TUNNEL | 32.2 | 0.0 | 13.2 | -13.2 | 100 | 880 | |
| 2 | TUNNEL | 28.7 | 0.0 | 13.2 | -13.2 | 100 | 880 | |
| 3 | AZIMUTH | -41.0 | -4.3 | 44.2 | -27.2 | 100 | 2500 | |
| 4 | AZIMUTH | -41.0 | 4.3 | 44.2 | -27.2 | 100 | 2500 | |

VARIABLE WIND AND WAVES
Limiting 1 minute mean wind speed in knots
at 10 m above sea level

ERN = 99.
ERN are subject to DNV approval



Wind speed: Automatic
Significant wave height: DNV (ERN)
Mean zero up-crossing period: DNV (ERN)

Rotating tidal current: 1.46 knots
Rotating wind induced current: 0.000*Uwi knots