

id 6405

سفينة إمداد المنصات (PSV)



[ULSTEIN P128 Design / Diesel Electric DP2 PSV Newbuild](#) إعادة البيع

6405	معرف السفينة
سفينة إمداد المنصات (PSV)	فئة
BV	فصل
2021	سنة البناء
كمبوديا	علم
\$8,500,000	سعر
2022-10-09	تاريخ إضافة الشحن
Horizon Offshore Services	أضيفت من قبل



أبعاد السفينة

71.5	الطول الكلي (LOA), م
6	سحب السفينة, م

معلومة إضافية

	ذاتية الدفع
1	الطوابق

سفن مماثلة

[عرض سفن مماثلة](#)

الطلبات

[مطابقة طلبات الشراء](#)

البريد الإلكتروني

[إرسال بريد إلكتروني](#)



ULSTEIN P128



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Diesel Electric Platform Supply Vessel



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Performance, Trial Speed

Trial speed at 100 % load on each of the propulsion drive shafts, at 4,0 m draught, clean hull and with Sea state 0-1 shall be minimum 12,5 knots.

Class, Tonnage Regulations, Certificates

Class:

Main Class shall be Bureau Veritas with following symbols and notations:

I + HULL + MACH
 Supply Vessel-Oil Product, Fire-Fighting ship -1, Water spraying
 Unrestricted Navigation
 + AUT-UMS
 + DYNAMOS AMAT R
 SDS
 HEAVY CARGO (DECK, 50 KN/m²)
 CLEANSHIP

Flag state:

The Vessel shall fly Tuvalu flag.

National and International requirements:

The Vessel shall fulfil the flag state's requirements for offshore supply vessel, including but not limited to:

1. International convention for Safety of Life at Sea (SOLAS 1974 including later amendments) (Safety Conventions)
2. The International Convention for Prevention of Pollution from Ships, MARPOL 1978 Annex I, II, III, IV, V and VI.
3. IMO Resolution MSC 255(82) – Guidelines for the design and construction of offshore supply vessels, 2006.
4. IMO Resolution A.673(16) Guidelines for the transport and handling of limited amounts of hazardous and noxious liquids substances in bulk on offshore support vessels.
5. International and Flag State rule for worldwide operation.
6. MLC 2006

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GENERAL DESCRIPTION

The Vessel shall be arranged with accommodation forward and machinery forward and amidships. The Vessel shall be arranged as a single-decker.

The hull form, and a diesel electric propulsion system, ensures exceptional performances with regards to fuel consumption, sea keeping, station keeping, speed, stability and cargo capacity.

The propulsion system comprises two propulsion units, each driven by an electrical motor.

Two tunnel thrusters are installed in the front of the Vessel.

The Vessel shall be arranged for totally 24 persons accommodated in 8 single cabins and 8 double cabins. In addition there shall be arranged dayroom, mess room, galley, provision stores etc.

Vessel to be approved for max. 12 passengers according to SOLAS, included in total of 24 persons.

Main Particulars

Length over all	71,5 m
Length between perpendiculars	65,9m
Breadth moulded	13,0 m
Depth from Main deck	7,1 m
Max. draught	6,0 m
Design draught	5,0 m
Freeboard at max. draught	1,1 m

Tonnage, Capacities

Fuel oil Cargo	Approx.	840 m ³	
Fresh water	Approx.	480 m ³	
Mud/Brine	Approx.	750 m ³	
Ballast water / Drift water	Approx.	1200 m ³	
Dry bulk	Approx.	220 m ³	5 tanks
Cargo Deck area	Approx.	610 m ²	
Deck strength		5 kn/m ²	
Deadweight at maximum draught	Approx.	3000 t	
GT		2265,7	
NT		904	

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Cargo Systems

The cargo systems for dry and wet and dry bulk cargoes shall be arranged with filling / discharge ports in general at both sides amidships and at one side at the stern.

Discharge of following capacities shall be installed:
 Backup-connections shall be arranged between FW & DW systems, DW systems and Mud systems.

Qty.	List of cargo pumps	Capacity delivery pressure	Pump driven by:
1 off	Fresh water cargo pump.	100 m ³ /h – 10 bar	Centrifugal type, EI. motor, single speed
2 off	Mud / Brine pump.	100 m ³ /h – 10 bar	Eccentric screw type, EI. motor, frequency controlled
1 off	Balast / Drill water pump.	100 m ³ /h – 10 bar	Centrifugal type, EI. motor, frequency controlled
2 off	Fuel oil cargo pump.	100 m ³ /h – 10 bar	Centrifugal type, EI. motor, frequency controlled
2 off	Dry Bulk (DRG) compressor	20 m ³ /min at min. 5,6 bar each	able to serve both individual dry bulk systems simultaneously

*Flow meter shall be installed for filling and discharge of DW /FWand Cargo Fuel Oil.
 *Liquid mud tanks with recirculation line and agitator in each tank.
 * A computer based cargo control system shall be installed for control and monitoring during loading and discharging.
 *Tank cleaning system with permanent installed cleaning machines in all mudtanks.

Deck crane / equipment

- 1 off Electrohydraulic deckcrane with fixed boom and single wire. Crane to have a capacity of minimum SWL 2 t at 6 m outreach.
- 1 off swivel type davit have a capacity ofSWL 1,5 t at 4 m outreachfor mob boat arranged at opposite side of crane.
- 2 off Hydraulic hoisting wincheswith pull capacitybeamin. 6 tonnes pull at first layer.

Manoeuvring machinery and equipment

- Side thrusters:
 2 off Tunnel thrusters forward, electrical driven, fixed pitch, variable speed type.

General Layout

The vessel has a traditional layout with engine room and accommodation block forward.

The tank layout has been designed for high utilization of the hull volume without compromising simple pipe routing and sufficient service access for the equipment.

See figure below for tank layout and cargo legend.

