



M/V Pacific Guillemot

- ▶ **Brake Horsepower** 6434 BHP
- ▶ **Clear Deck Space** 810 m²
- ▶ **Deadweight** 4037-4103 tonnes
- ▶ **Deck Cargo Capacity** 1750 tonnes

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Brake Horsepower	6434 BHP	Clear Deck Space	810 m2
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General Information

Port of registry:	Singapore
Built:	Japan Marine United Corporation - 2018
Flag:	Singapore
Call Sign:	9VUB7
IMO No.:	9742871
Classification:	DNV-GL +1A1 Fire fighter(I) Offshore service vessel(Supply) Clean DYNPOS(AUTR) E0 OILREC SF SPS
ERN:	99,99,99,97

Dimensions

Length, overall:	84.65 metres
Length, BP:	75.70 metres
Breadth, moulded:	18.00 metres
Depth, main deck:	7.60 metres
Design draft:	6.30 metres
Maximum draft midship:	6.45 metres
GT:	3585
NT:	1076

Capacities

Deadweight (maximum):	4052 tonnes
Clear Deck Area:	810 m2 (54m x 15m)
Deck Strength:	10 t/m2 / 5 t/m2
Deck Cargo:	1750 tonnes
Ship Fuel:	306 m3 + 591 m3 (Using NLS tanks)
Cargo Fuel:	797 m3 + 172 m3 (Using NLS tanks)
Potable Water:	684 m3
Ballast Water / Drill Water:	1753 m3
Brine / DMA / Glycol / Liquid Mud:	762 m3 @ 2.5 t/m3
Dry Bulk:	318 m3
Base Oil:	190 m3
Ship's Stores:	Freezer Room (-25deg C.) - approximately 19 m3 Cold Room (+4deg C.) - approximately 21 m3 Provisions store (+12deg C.) - approximately 30 m3

Oil Recovery

General Comments:	OilRec ready, require pumps and piping
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Machinery

Main Engines:	2 x Yanmar 6EY26LW; 1720 kW 2 x Yanmar 6EY18(A)LW; 680 kW Gensets = 4800 kW (6434 BHP)
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Propulsion:	Automated Power Management Diesel Electric System
Azimuth Thruster:	2 x 2000 kW (2 x 2680.97 BHP) RRM Contaz 15 Azimuth Thrusters
Bow Thrusters:	3 x 730 kW (3 x 979 BHP) Brunvoll FU 63 LTC 1750 electric motor driven tunnel type, CPP, frequency controlled
Emergency Generators:	1 x Doosan Infracore AD136TI 125kW Generator Engine

Deck Machinery

Tuggers:	Rolls Royce Marine, 2 x 20t (@ 1st layer) with 250m of 22mm diameter wire capacity. Provided with portable controller.
Capstans:	Rolls Royce Marine, 2 x 10t with warping head and drum capacity for 100m of 18mm diameter wire
Windlass:	Rolls Royce Marine, 2 x combined mooring winch/anchor windlasses with warping ends and centre line rope mooring/storage drum. 2 x Cable lifters for 46mm chain, 10.1T line pull at a speed of 12m/min
Smit Towing Bracket:	1 x 200 t
Crane Capacity:	1 x 5t @ 14 metres radius, knuckle boom crane

Electronics

Main Radar:	Furuno FAR-2837S-D ARPA Radar, S Band, 23.1"
Auxiliary Radar:	Furuno FAR-2817-D ARPA Radar, X Band, 23.1"
Auto Pilot:	Tokyo Keiki PR-6000
Gyro Compass:	3 x Tokyo Keiki TG-8000
Magnetic Compass:	1 x Tokyo Keiki
Echo Sounder:	Furuno FE-700, dual frequency 50Hz and 200Hz
DGPS :	Furuno GP-150
Anemometer :	2 x Gill Wind Observer
Speed Log:	Furuno Doppler Speed Log DS-80
Communications:	Furuno MF-HF (SSB) Transceiver integrated with DSC/Watch Receiver Furuno Inmarsat-C (no.1) - Felcom 18 (Integrated with EGC) Furuno Inmarsat-C (no. 2) - Felcom 18
Watch System:	Furuno BR-500
Navtex Receiver:	Furuno NX-700B
Weather Fax:	Furuno FAX-410
Satellite Communication:	Thrane & Thrane Sailor 500 Fleet Broadband
AIS:	Furuno FA-150
Satellite Navigation:	Furuno GP-150
Voyage Data Recorder(VDR):	Furuno VDR VR-3000
VHF:	Furuno FM-8900S Semiduplex VHF
Electronic Chart Display:	2 x Furuno ECDIS FMD-3300
BNWAS:	Furuno BR-500

Discharge Pumps

Fuel Oil:	1 x 150m ³ /Hr - 9Bar
Base Oil:	1 x 150m ³ /Hr - 9 Bar
Potable Water:	1 x 150m ³ /Hr -9 Bar

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Ballast Water:	1 x 150m3/Hr -9 Bar
Drill Water:	1 x 150m3/Hr -9 Bar
NLS (Brine / Liquid Mud / Base Oil):	3 x 75m3/Hr - 18 bar at SG of 2.5
Dry Bulk:	80 tonnes/hr at 70m head
Cargo Flow Meters :	Fuel oil and fresh water
Special liquid (Methanol):	Prepared for Methanol with designated space for N2 plant and pumps
Hose Connections :	Fuel - 4" Mann quick release self-sealing female connection Potable Water - 4" Anson hammer lug female connection, Fig 100 Drill Water - 4" Anson hammer lug female connection, Fig 100 NLS including Brine - 4" Mann quick release self-sealing male coupling, Base Oil - 4" Mann quick release self-sealing male coupling, Dry Cement - 5" Anson hammer lug male coupling, Fig 100

Dynamic Positioning

Type:	GE Energy DPS21 - Duplex DP+IJS
Reference Systems:	1 x MDL Fan Beam Laser System, 2 x Veripos LD5 DGPS, 1 x HPR Sonardyne Acoustic Positioning System deployable by HPR tubes built into hull
Control Modes:	Manoeuvre / FU Position and Transit / Autopilot Position. Aft bridge, Manual Thruster Control levers, Independent Joystick System and 2 DP workstations.
Joystick:	Independent Joystick GEE-CVT

External Fire Fighting

Capacity:	3700 m3/hr pump driven by electric motor
Monitors:	2 x 1200 m3/Hr
Throw Length:	120 m from bow
Throw Height:	50 m at 70 m distance
Drenching System:	1200 m3/hr combined with main pump
Foam Tank :	9.9 m3

Standby Rescue Equipment

1. 1 x SOLAS Type Approved FRC MP 660 Springer with 230hp inboard diesel engine water jet propulsion. Max: 10pax. Speed with 2 persons approx. 32 knots. Davit for quick launch and recovery.
2. Rescue zone on both port and starboard side Main Deck.

Anti-Pollution

Dispersant Tank:	11.0 m3
Spray Booms:	Wartsila, Fixed installed spray nozzles for neat and dilute, port and stbd sides.

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Accommodation

Berths:	14 x 1 man (single) cabins
	13 x 2 men (double) cabins
	2 x 4 men (quadruple) cabins
	48 berths total
	1 x Messroom (with TV Lounge)
	1 x Hospital (1 bed)
	1 x Gymnasium

Environmental Features

1. All NLS cargo tanks built with free flowing design with external stiffening 2 metres from the bottom and sloped bottoms.
2. Oily Water Separator. Certified in accordance with IMO MEPC.107(49).
3. Sewage Treatment Plant certified to the latest IMO MEPC.159(55).
4. Prepared for future installation of a Ballast Water Treatment Plant.
5. Cargo loading and discharge stations provided with save-alls to an inboard Saveall Drains Tank.
6. Incinerator capable of burning plastics.

Miscellaneous

1. VARD Greenpilot.
2. MRC Sound Reception System MSR-9200A.
3. NLS Cargo re-circulating pumps, 3 x 50m³/hr - 5 bar.
4. Prepared for future installation of an N2 generator.
5. Two HPR tubes built into hull.
6. Wood sheathed main deck.
7. 3 x Xenon 2000W search lights on top of bridge, remotely controlled.

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FUEL EFFICIENCY

FUEL OIL CONSUMPTION ON PASSAGE

Fuel Oil Consumption (t/24 hours)-Seastate 2Φ				
Draft(m)	10.00 knot	12.00 knot	14.00 knot	15.00 knot
4	4.53	6.63	10.94	16.41
4.5	5.13	7.28	12.03	18.04
5	5.61	7.93	13.09	19.64
5.5	5.98	8.57	14.14	21.21
6	6.46	9.19	15.17	22.75
6.45	6.85	9.74	16.08	24.11

Φ: Seastate 2 is Light breeze, 4–6 knot wind, 1–2 ft wave height