



## M/V Pacific Gull

- ▶ **Brake Horsepower** 6,434 BHP
- ▶ **Clear Deck Space** 810 m<sup>2</sup>
- ▶ **Deadweight** 4,054 - 4,103 tonnes
- ▶ **Deck Cargo Capacity** 1,750 tonnes

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### General Information

Port of registry:	Singapore
Built:	Japan Marine United Corporation - 2018
Flag:	Singapore
Call Sign:	TBA
IMO No.:	9742883
Classification:	DNV +1A1, Offshore Service Vessel – Supply, SPS, Dynpos AUTR, FiFi 1, Clean, SF, E0.
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:	6.43 metres
GT:	3585 tonnes
NT:	1076 tonnes

### Capacities

Deadweight (maximum):	4078 tonnes
Clear Deck Area:	810 m2
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 = 4,800 kW (6,434 BHP)
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<b>Propulsion:</b>	Automated Power Management Diesel Electric System
<b>Azimuth Thruster:</b>	2 x 2,000 kW (2 x 2,680.97 BHP) RRM Contaz 15 Azimuth Thrusters
<b>Bow Thrusters:</b>	3 x 730 kW (3 x 979 BHP) Brunvoll FU 63 LTC 1750 electric motor driven tunnel type, CPP, frequency controlled
<b>Emergency Generators:</b>	1 x Doosan Infracore AD136TI 125kW Generator Engine

### Deck Machinery

<b>Forward Tuggers :</b>	Rolls Royce Marine, 2 x 20t (@ 1st layer) with 250m of 22mm diameter wire capacity. Provided with portable controller.
<b>Capstans:</b>	Rolls Royce Marine, 2 x 10t with warping head and drum capacity for 100m of 18mm diameter wire
<b>Windlass:</b>	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
<b>Smit Towing Bracket:</b>	1 x 200 t
<b>Crane Capacity:</b>	1 x 5t @ 14 metres radius, knuckle boom crane

### Electronics

<b>Main Radar:</b>	Furuno FAR-2837S-D ARPA Radar, S Band, 23.1"
<b>Auxiliary Radar:</b>	Furuno FAR-2817-D ARPA Radar, X Band, 23.1"
<b>Auto Pilot:</b>	Tokyp Keiki PR-6000
<b>Gyro Compass:</b>	3 x Tokyo Keiki TG-8000
<b>Magnetic Compass:</b>	1 x Tokyo Keiki
<b>Echo Sounder:</b>	Furuno FE-700, dual frequency 50Hz and 200Hz
<b>DGPS :</b>	Furuno GP-150
<b>Anemometer :</b>	2 x Gill Wind Observer
<b>Speed Log:</b>	Furuno Doppler Speed Log DS-80
<b>Communications:</b>	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
<b>Watch System:</b>	Furuno BR-500
<b>Navtex Receiver:</b>	Furuno NX-700B
<b>Weather Fax:</b>	Furuno FAX-410
<b>Satellite Communication:</b>	Thrane & Thrane Sailor 500 Fleet Broadband
<b>AIS:</b>	Furuno FA-150
<b>Satellite Navigation:</b>	Furuno GP-150
<b>Voyage Data Recorder(VDR):</b>	Furuno VDR VR-3000
<b>VHF:</b>	Furuno FM-8900S Semiduplex VHF
<b>Electronic Chart Display:</b>	2 x Furuno ECDIS FMD-3300
<b>BNWAS:</b>	Furuno BR-500

### Discharge Pumps

<b>Fuel Oil:</b>	1 x 150m <sup>3</sup> /Hr -9 Bar
<b>Base Oil:</b>	1 x 150m <sup>3</sup> /Hr -9 Bar
<b>Potable Water:</b>	1 x 150m <sup>3</sup> /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 inch Mann quick release self-sealing female connection Potable Water - 4 inch Anson hammer lug female connection, Fig 100 Drill Water - 4 inch Anson hammer lug female connection, Fig 100 NLS including Brine - 4 inch Mann quick release self-sealing male coupling, Base Oil - 4 inch Mann quick release self-sealing male coupling, Dry Cement - 5 inch 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 1200m3/Hr
Throw Length:	120 metres from bow
Throw Height:	50 metres at 70 metres distance
Drenching System:	1200 m3/hr combined with main pump
Foam Tank :	9.9 m3

### Standby Rescue Equipment

1. 1 x MOB boat MP-660 Springer with 230hp inboard diesel engine and water jet propulsion. Maximum speed 3 persons 32 knots. Maximum capacity - 10 persons.
2. Rescue zone on both port and starboard side Main Deck.

### Anti-Pollution

Dispersant Tank:	10.9 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. MRC Sound Reception System MSR-9200A
2. NLS Cargo re-circulating pumps, 3 x 50m<sup>3</sup>/hr - 5 bar.
3. Prepared for future installation of an N2 generator.
4. Two (2) HPR tubes built into hull.
5. Wood sheathed main deck.
6. 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