



M/V Pacific Wyvern

- ▶ **Bollard Pull** 136-144 tonnes
- ▶ **Brake Horsepower** 10,657 BHP
- ▶ **Clear Deck Space** 471 m²
- ▶ **Winch Line Pull** 300 tonnes

M/V Pacific Wyvern

Bollard Pull	136-144 tonnes	Brake Horsepower	10,657 BHP
Clear Deck Space	471 m ²	Winch Line Pull	300 tonnes

General Information

Built:	INP Shipyard, Ulsan, South Korea, August 2003
Flag:	Singapore
Call Sign:	9V6219
IMO No.:	9270622
Classification:	DNV +1A1 Tug Fire Fighter I SF E0 DYNPOS-AUTR DK(+)

Dimensions

Length, overall:	68.9 metres
Length, BP:	60.4 metres
Breadth, moulded:	15.5 metres
Depth, main deck:	7.0 metres
Design draft:	5.0 metres
Maximum draft midship:	5.9 metres
GT:	2,332
NT:	749

Capacities

Deadweight (maximum):	2140 tonnes
Clear Deck Area:	36.8 m x 12.8 m = 471 m ²
Deck Strength:	General deck - 5 tonnes/m ² Aft A/H deck - 10 tonnes/m ²
Deck Cargo:	800 tonnes
Fuel:	780 m ³
Potable Water:	400 m ³
Ballast Water:	930 m ³
Brine / DMA / Glycol / Liquid Mud:	312 m ³ (s.g. 2.5) (3 tanks - separate from mud tanks) (in addition, 146 m ³ in dual use Liquid Mud tanks)
Liquid Mud:	440 m ³ (s.g. 2.5) (6 tanks)
Dry Bulk:	215 m ³ (4 tanks)
Ship's Stores:	Cooler: 8.6 m ³ Freezer: 8.6 m ³ Dry Stores: 10.5 m ³ approximately

Machinery

Main Engines:	2 x 3,975 kW = 7,950 kW (10,657 BHP), Bergen BRM-9
Propulsion:	2 x CPP propellers in Kort nozzles 2 x Ulstein high lift independent rudders 2 x Electro-hydraulic steering gear
Bow Thrusters:	2 x 590 kW (2 x 791 BHP), 9.25 tonnes thrust each
Stern Thrusters:	2 x 590 kW (2 x 791 BHP), 9.25 tonnes thrust each
Shaft Generators:	2 x shaft generators 1200 kW (1600 kVA), 450 V, 60 Hz
Auxiliary Generators:	2 x diesel/gen output 320 kW (400 kVA), 450 V, 60 Hz
Emergency Generators:	1 x diesel/gen output 65 kW (80 kVA), 450 V, 60 Hz

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Towing and Anchor Handling

Bollard Pull:	144.75 metric tonnes, continuous
Main Winch:	1 x Brattvaag SL300W/2BSL300W low pressure
Load Capacity:	Towing A/H drum 1st layer 300 tonnes pull at 0 - 7.0 m/min. (based on 1st step) 172 tonnes pull at 0 - 12.0 m/min. 122 tonnes pull at 0 - 17.0 m/min. Lowering at 0 - 38.0 m/min.
Brake Capacity:	450 tonnes on towing drum 1st layer 450 tonnes on A/H drum 1st layer
Tow Drum Wire Capacity:	1500 m x 76 mm diameter
Work Drum Capacity:	2 x 1200 m x 76 mm diameter
Chain Gypsy Cable Lifter:	2 x 76 mm 2 x 84 mm chain diameter
Rig Chain Locker:	187.7 m ³ chain capacity
Stern Roller:	SWL 450 tonnes Length 5 m x 2.5 m diameter
Tow Pins / Guide Pins:	2 pairs x retractable Karmoy guide pins with horizontal locking tops
Wire Chain Stopper:	2 x retractable Karm Fork, SWL 450 tonnes
Spare Reel Capacity:	2 x hydraulic Brattvaag 1500 m x 76 mm capacity
Wire Storage Reel:	1 x hydraulic Brattvaag 1500 m x 76 mm capacity

Deck Machinery

Tuggers:	2 x 10 tonnes Brattvaag
Capstans:	2 x 10 tonnes Brattvaag
Windlass:	9.5 tonne pull Brattvaag, 2000 kg high holding anchors 440 m x 38 mm chain each side, plus 1 spare anchor
Bow Mooring:	2 x mooring drums capacity 120 m x 40 mm synthetic rope
Smit Towing Bracket:	1 x 200 tonnes SWL located on fo'csle
Crane Capacity:	Hydralift, 5 tonnes at 13 m radius

Electronics

Main Radar:	1 x Furuno colour S-band (10 cm), ARPA 28 ins display, complete with remote display at aft console
Auxiliary Radar:	1 x Furuno colour X-band (3 cm), 28 ins display
Auto Pilot:	1 x TOKIMEC PR-6000
Gyro Compass:	2 x TOKIMEC 6000 with repeaters in wheelhouse, bridge wings, steering gear room
Magnetic Compass:	1 x TOKIMEC
Echo Sounder:	Skipper Electronic A/S

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DGPS :	2 x VERIPOS
Anemometer :	1 off Nippon Electric, 1 off Gill Wind Observer 2
Speed Log:	Furuno DS-80
Direction Finder :	Taiyo Musen RD-L1550A
Communications:	G.M.D.S.S. (Global Maritime Distress and Safety System) Area A3 1 x SSB 2 x VHF 2 x Inmarsat C 456461210 / 456461211 3 x VHF (portable) 2 x SART 1 x EPIRB 1 x Navtex
Watch System:	2187.5 kHz and DSC Sailor
Weather Fax:	Furuno
Satellite Communication:	FBB: Sailor 500

Discharge Pumps

Fuel Oil:	1 x 150 m ³ /hr - 9.0 bar
Dirty Oil:	1 x 10 m ³ /hr - 2.0 bar
Potable Water:	1 x 150 m ³ /hr - 9.0 bar
Drill Water:	1 x 150 m ³ /hr - 9.0 bar
Liquid Mud:	1 x 75 m ³ /hr - 18.0 bar (2 speed)
Brine / Mud:	1 x 75 m ³ /hr - 18.0 bar (2 speed)
Dry Bulk:	80 m ³ /hr - 5.6 bar, 80 psi, 2 compressors
Cargo Flow Meters :	Fuel Oil and Fresh Water
Hose Connections :	Fuel - 4 inches (Avery - Hardol) and Camlock male 4 inches Potable Water - 5 inches (Camlock) Drill Water - 5 inches (Camlock) Mud - 5 inches (Camlock) Bulk - 5 inches (Camlock) Adapters 5"-4" and 6"-5"

Performance

Speed / Fuel Consumption:	Max. speed 15.5 kts @ 5m draft, approximate consumption 36 cubic metres/day Economical speed 10-12 kts, approximate consumption 14 cubic metres/day Idle at sea: approximate consumption 5 cubic metres/day Idle in port: approximate consumption 0.8 cubic metres/day
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Dynamic Positioning

Type:	Alstom / Cegelec DP 2
Reference Systems:	USBL HPR with remote hydraulic deployment / DGPS
Control Modes:	Auto sail / track / ROV follow
Joystick:	Poscon - Ulstein, integrated to main propellers, main engines, rudders, side-thrusters and interfaced to gyro compass

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External Fire Fighting

Capacity:	2 x 1,500 m ³ /hr = 3,000 m ³ /hr
Monitors:	2 x 1,200 m ³ /hr monitors on wheelhouse roof, remotely controlled from within wheelhouse
Throw Length:	120 m
Throw Height:	50 m
Drenching System:	Installed
Foam Tank :	8 m ³

Standby Rescue Equipment

1. MOB-boat with self-righting inboard diesel engine with water jet propulsion, 25 knots (light load) with boat davit for quick launch and recovery
2. Rescue Zones on both Port and Starboard side, main deck, with scrambling net and personnel transfer swing ropes

Anti-Pollution

Dispersant Tank:	5 m ³
Spray Booms:	2 x 6 m

Accommodation

Berths:	10 x 1 berths 4 x 2 berths (including hospital) 3 x 4 berths 30 berths Total 1 x ship's office 1 x charterer's office 1 x messroom 1 x galley
	All living space fully air-conditioned, design 45 deg C outside, 23 deg C inside All living space fully heated, design -5 deg C outside, 22 deg C inside

Environmental Features

1. Cylindrical mud tank free flowing design with external stiffening, sloped floors and fixed agitators
2. Fixed Butterworth type mud tank cleaning system with hot water wash, fitted to all mud tanks and with slop tank reception. Cargo load/discharge station with save all to inboard tank
3. Low residue design bulk tanks
4. 1 x 15 ppm oily water separator
5. 1 x sewage plant, extended aeration type
6. Remote digital fuel economy computer readout in wheel house, of main engine fuel consumption / vessel speed
7. Garbage compactor and maserator

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Miscellaneous

1. Design complies to latest rules and regulations from SOLAS 74, with amendments in force and IMO 469 (XII) "Guidelines for the design and construction of offshore supply vessel"
2. Fitted with Poscon electronic control system joystick, integrated to main propellers, main engines, rudders, side-thrusters and interfaced to gyro compass
3. All cargo systems are controlled by a Tanktender system with discharge printer for FO and FW/DW
4. Fitted with 4 remote cameras in winch-house for anchor-handling/towing operations with 2 TV monitors in wheelhouse
5. Fitted with 2 Halogen searchlights, each 2,000 W, wheelhouse top and electrically operated from inside wheelhouse, 4 x 1,000 W flood-lights, for cargo deck
6. Deck Power supplies:
 - 1 x 1000A x 440V x 3ph
 - 1 x 63A x 440V x 3ph
 - 1 x 32A x 220V x 1ph
7. Wood sheathed main deck except for aft area, which is steel plated for anchor-handling
8. Welding and cutting equipment and lathe in workshop
9. Fresh water ultra violet steriliser
10. Ulstein passive roll damping system
11. Fire detection system fitted to the accommodation, engine room emergency generator space and all other spaces
12. CO2 fire extinguishing system fitted in the engine room / paint locker / hydraulic pump room / emergency generator room
13. Statutory liferafts, life-jackets, pyrotechnics