



M/V Pacific Runner

- ▶ **Bollard Pull** 76-87 tonnes
- ▶ **Brake Horsepower** 6997-7200 BHP
- ▶ **Clear Deck Space** 408-414 m²
- ▶ **Winch Line Pull** 150 tonnes

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Clear Deck Space	408-414 m ²	Winch Line Pull	150 tonnes

General Information

Built:	Pan United Shipyard, Singapore, February 2003
Flag:	Singapore
Call Sign:	S6GS5
IMO No.:	9257527
Classification:	DNV-GL +1A1 Tug DYNPOS(AUT) E0 SF

Dimensions

Length, overall:	64.3 metres
Length, BP:	57.25 metres
Breadth, moulded:	15.0 metres
Depth, main deck:	6.7 metres
Maximum draft midship:	5.78 metres
Design draft:	5.1 metres
GT:	1879
NT:	621

Capacities

Deadweight (maximum):	2195 tonnes
Clear Deck Area:	414 m ² (34.5 x 12 m)
Deck Strength:	General deck - 5 tonnes/m ² Skid Plate - 10 tonnes/m ²
Deck Cargo:	900 tonnes
Fuel:	510 m ³ (dedicated) (560 m ³ additional using Brine / DMA / Mud Tanks)
Potable Water:	550 m ³
Ballast Water / Drill Water:	560 m ³
Brine / DMA / Glycol / Liquid Mud:	140 m ³ @ 2.5 s.g (2 Tanks)
Liquid Mud:	420 m ³ @ 2.5 s.g (6 Tanks)
Dry Bulk:	187 m ³ (6,600 cubic feet 4 tanks)
Ship's Stores:	Cooler: 11.3 m ³ approximately Freezer: 13.3 m ³ approximately Dry Stores: 27 m ³ approximately

Machinery

Main Engines:	2 x Bergen BRM6 each 2650 kW = 5300 kW (7105 bHP)
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 515 kW = 1030 kW (1380 BHP) 8.05 tonnes thrust each
Stern Thrusters:	1 x 515 kW (690 BHP) 8.05 tonnes thrust
Shaft Generators:	2 x 1600 kW, 450 V, 60 Hz
Auxiliary Generators:	2 x Diesel 310 kVA, 450 V, 60 Hz

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Emergency Generators: 1 x Diesel 70 kW, 450 V, 60 Hz

Towing and Anchor Handling

Bollard Pull:	87.1 MT, continuous
Main Winch:	Brattvaag SL150-B2T low pressure hydraulic. Fully enclosed winch house with tension and line out metres.
Load Capacity:	Towing / Anchor Handling drums 1st layer 150 tonnes @ 0 - 5.7 mtrs/min 70 tonnes @ 0 - 8.5 mtrs/min 20 tonnes @ 0 - 17.0 mtrs/min Lowering @ 18.0 mtrs/min
Brake Capacity:	250 tonnes on Towing Drum 1st layer 250 tonnes on A/H Drum 1st layer
Tow Drum Wire Capacity:	1000 m x 64 mm diameter
Work Drum Capacity:	1400 m x 56 mm diameter
Chain Gypsy Cable Lifter:	3" Rig Chain
Stern Roller:	SWL 250 tonnes approx. Length 4 m x 2 m diameter
Tow Pins / Guide Pins:	2 x Retractable Karm Guide Pins with locking tops
Wire Chain Stopper:	2 x Karm Fork Stoppers, SWL 300 tonnes
Spare Reel Capacity:	1 x Hydraulic Brattvaag 1000 m x 64 mm spare tow wire

Deck Machinery

Tuggers:	2 x 6 tonnes Brattvaag
Capstans:	2 x 10 tonnes Brattvaag
Windlass:	9 tonne pull Brattvaag 1600kg Anchors (2 x 1980kg HHP stockless Anchors) with 16 Shots x 36 mm Chain each side. Spare Anchor (1 x 1980kg HHP stockless Anchor).
Bow Mooring:	2 x Mooring Drums, capacity 300 m x 25 mm wire
Smit Towing Bracket:	1 x 200 tonnes SWL located on Forecastle
Crane Capacity:	Hydralift 2 tonnes SWL @ 10 m outreach (on stbd side)

Electronics

Main Radar:	Furuno FR-2835S-7AF, S Band, ARPA, 28 inch display
Auxiliary Radar:	Furuno FR-2825-3A, X Band, ARPA, 28 inch display
Auto Pilot:	Tokimec PR6000
Gyro Compass:	Tokimec with repeaters on bridge and in steering gear
Magnetic Compass:	Tokimec
Echo Sounder:	ELAC LAZ 5100
DGPS :	1 x Trimble NT300 DGPS 1 x Veripos Verify DPX / LD3 system GPS - 1 x Furuno GP 150
Anemometer :	Young Windtracker
Direction Finder :	Taiyo ADDF TD-L1620A

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Communications:	G.M.D.S.S. (Global Maritime Distress and Safety System) Area A3 1 x Sailor HC 4500 SSB radio 2 x Sailor RT-4722 VHF-DSC Duplex radios 2 x Sailor H 2095C Inmarsat C Transceivers 3 x Sailor SP 3110 VHF portable radios 2 x Tron SART 9 ghz transponders 1 x Jotron 406mhz EPIRB 1 x ICS Navtex receiver 1 x 2,187.5mhz and DSC receiver 1 x MF/HF Radio Sailor 6301
Navtex Receiver:	Nav5 GMDSS
Satellite Communication:	FBB: Sailor 500
AIS:	Furuno FA-100
VHF:	Sailor RT4722
BNWAS:	Martek Navguard

Discharge Pumps

Fuel Oil:	2 x 100 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
Mud:	1 x 75 m ³ /hr @ 18.0 bar
Brine / Mud:	1 x 75 m ³ /hr @ 18.0 bar
Dry Bulk:	80 m ³ /hr @ 5.6 bar (80psi), 2 x Compressors
Cargo Flow Meters :	Fuel Oil and Potable Water
Hose Connections :	Fuel - 4" Camlock + 4" ToDo Potable water - 4" Camlock Drill water - 4" Camlock Liquid Mud - 4" Camlock Dry Bulk - 4" Camlock Adapters 4" to 5"

Performance

Speed / Fuel Consumption:	Maximum speed 15.5 knots @ 24 metric tonnes per day Economical 12 knots @ 12 metric tonnes per day
In Port:	1 mt/day

Dynamic Positioning

Type:	Alstom / Cegelec DP 1
Reference Systems:	USBL HPR Acoustics, DGPS, Cyscan Laser
Control Modes:	Auto Sail, Track, ROV Follow, JSMH, JSAH, DP, Minimum Power, Auto Pilot
Joystick:	Ulstein Poscon - Electronic control system joystick, intergrated to main propellers, main engines, rudders, thrusters and gyro interfaced.

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External Fire Fighting

Capacity:	2 x 1200 m ³ /hr = 2400 m ³ /hr
Monitors:	2 x Jet / Foam / Spray, remotely operated from bridge
Throw Length:	120 m
Throw Height:	50 m
Foam Tank :	8 m ³

Standby Rescue Equipment

- 1 x Maritime Partner MP660 Springer, 10 persons, SOLAS approved FRB with inboard diesel waterjet propulsion.
Dedicated davit for quick launch/recovery.
- Lifesaving Equipment
Lifebuoys: 2 x manoverboard smoke floats, 4 x with lights, 4 x with buoyant lines.
Lifejackets: Solas 43 total onboard
Inflatable Liferrafts c/w Hammer Hydrostatic Release: 6 x 20 person (3 x port side / 3 x starboard side)

Anti-Pollution

Dispersant Tank:	12.9 m ³
Spray Booms:	2 x 6 mtrs

Accommodation

Berths:	9 x 1 Berth 10 x 2 Berths 1 x Ship's Office 1 x Hospital 1 x Messroom 1 x Galley 32 Berths Total (including 4 in hospital)
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Environmental Features

1. Cylindrical mud tank free flowing design with external stiffening, sloped floors and fixed agitators
2. Low residue design bulk tanks
3. 1 x 15 ppm oily water separator
4. 1 x sewage plant, extended aeration type
5. Remote digital fuel economy computer readout in wheel house, of main engine fuel consumption / vessel speed

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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. All cargo systems are controlled by a Tanktender system with discharge printer for FO and FW/DW
3. Fitted with 3 remote cameras in winch-house for anchor-handling/towing operations with 1 monitor in wheelhouse
4. Fitted with 2 Halogen searchlights, each 2000 W, wheelhouse top and electrically operated from inside wheelhouse, 4 x 1000 W flood-lights, for cargo deck
5. Deck Power supplies:
 - 1 x 1000A 440V 3PH
 - 1 x 63A 440V 3PH
 - 1 x 32A 220V 1PH
6. Wood sheathed main deck except for aft area, which is steel plated for anchor handling
7. Welding and cutting equipment and lathe in workshop
8. Fresh water ultra violet steriliser
9. Ulstein passive roll damping system
10. Fire detection system fitted to the accommodation, engine room and emergency generator spaces
11. CO2 fire extinguishing system fitted in the engine room, paint locker, hydraulic pump room and galley vent trunking
12. DRAGER PAS Colt Airline and Escape Trolley Unit for tank rescue
13. Statutory liferafts, life-jackets, pyrotechnics