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DPSV ADAMS AQUANAUT



Specification Brochure

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VESSEL SPECIFICATION

ADAMS AQUANAUT

DESCRIPTION

THE VESSEL IS A DYNAMICALLY POSITIONED MULTI ROLE OFFSHORE SUPPORT VESSEL AND FOR THIS DUTY HAS RAPID AND EFFICIENT HANDLING CHARACTERISTICS. SHE IS CAPABLE OF SUPPORTING A WIDE RANGE OF OFFSHORE SUPPORT ACTIVITIES, INCLUDING DIVING SUPPORT, ROV SUPPORT, SURVEY SUPPORT, CABLE LAY AND OFFSHORE CONSTRUCTION AND MAINTENANCE.

THE VESSEL IS OF ALL WELDED MILD STEEL CONSTRUCTION WITH A FLARED BULBOUS BOW, TRANSOM TYPE STERN AND ROUND BILGE HULL FORM. A MOONPOOL (6.0M X 4.8M) IS PROVIDED NEAR MIDSHIPS IN THE MAIN DECK AND EQUIPPED WITH A BOTTOM CLOSURE DOOR AND TOP CLOSURE PLATE THAT WHEN FITTED WILL MAINTAIN THE UNIFORM DECK LOADING. THE MOONPOOL IS DOUBLE SKINNED.

PROPULSION IS BY TWIN AZIMUTH PROPELLER UNITS AT THE STERN, EACH DRIVEN BY A MARINE DIESEL ENGINE. TRANSVERSE THRUST IS PROVIDED BY THE TWIN AZIMUTH UNITS AND THREE TRANSVERSE THRUSTER UNITS INSTALLED AT THE BOW.

ACCOMMODATION IS ARRANGED IN THE FORWARD SUPERSTRUCTURE AND IN DECKHOUSES ABOVE THE FORECASTLE DECK, SURMOUNTED BY A MAXIMUM ALL ROUND VISION BRIDGE.

THE VESSEL IS EQUIPPED WITH A DUAL REDUNDANT DYNAMIC POSITIONING SYSTEM CONFIGURED TO AND SUITABLE FOR THE SUPPORT ACTIVITIES.

ADDITIONAL TO STANDARD RADIO FACILITIES, A DEDICATED 24/7 INTERNET AND VOIP INTERNATIONAL TELEPHONE ACCESS NETWORK IS PROVIDED BY A TELENOR KU-BAND VSAT TERMINAL OFFERING 128 KBPS DATA THROUGHPUT. BANDWIDTH CAN BE INCREASED UP TO 512 KBPS BASED ON CHARTERER REQUIREMENTS.

VESSEL PARTICULARS

BUILT:	ASTILLEROS BALENCIAGA S.A. ZUMAIA, SPAIN
YEAR OF BUILD:	2004
FLAG STATE:	COMMONWEALTH OF THE BAHAMAS
PORT OF REGISTRY:	NASSAU
IMO NO:	9296717
CALL SIGN:	C6TF7
MMSI NO:	311 616 000
CLASSIFICATION:	AMERICAN BUREAU OF SHIPPING
NOTATION:	A.B.S. + A1, CIRCLE E, + AMS, + DPS2

THE VESSEL ALSO COMPLIES WITH THE REQUIREMENTS OF THE FOLLOWING:

- SOLAS 1974, 1978, 2000 CONVENTION WITH SUBSEQUENT PROTOCOLS AND AMENDMENTS
- INTERNATIONAL LOAD LINE 1966
- BAHAMAS FLAG STATE REGULATORY REQUIREMENTS
- INTERNATIONAL CONVENTIONS FOR:
 - > PREVENTION OF POLLUTION AT SEA 1973 WITH AMENDMENTS 1978
 - > PREVENTION OF COLLISIONS AT SEA 1972 WITH RESOLUTIONS A464 (XII), A676 (15) AND A678 (16)
- INTERNATIONAL TONNAGE MEASUREMENT 1969
- ABS GUIDE FOR CERTIFICATION OF CRANES
- IMO GUIDELINES FOR VESSELS WITH DYNAMIC POSITIONING SYSTEMS
- IMO CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS

PRINCIPAL DIMENSIONS

THE VESSEL HAS THE FOLLOWING PRINCIPAL DIMENSIONS:

LENGTH, OVERALL	73.30M (EXCLUDING FENDERS)
LENGTH, B.P	66.60M
BREADTH, MLD	16.00M
DEPTH, MLD	7.50M
SUMMER DRAFT	5.80M
CLEAR DECK	40.0M X 15.00M - 600 SQ. METRES
UNIFORM DECK LOADING	5 TONNES/SQ. METRE

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DEADWEIGHT AND CAPACITIES

THE VESSEL IS CAPABLE OF CARRYING A DEADWEIGHT OF ABOUT 1700 TONNES AT THE DESIGN DRAFT.

CAPACITIES:	FUEL OIL TANKS (100% FULL)	: 797M ³ (INCLUDING DAILY SERVICE/SETTING)
	FRESH WATER TANKS (100% FULL)	: 207M ³
	BALLAST WATER TANKS (100% FULL)	: 1080M ³
	DECK CARGO	: 800 TONNES
	FRESH WATER GENERATION	: 24 TONNES/DAY
	GROSS REGISTERED TONNAGE (GRT)	: 2642
	NET REGISTERED TONNAGE (NRT)	: 792

PERFORMANCE

THE VESSEL IS DESIGNED FOR A SPEED OF 15 KNOTS IN A FULLY LOADED CONDITION UNDER TRIALS CONDITION WITH THE MAIN ENGINES OPERATING AT NOT MORE THAN 100% OF MAXIMUM CONTINUOUS RATING.

SERVICE SPEED	: 14 KNOTS	FUEL CONSUMPTION (STEAMING)	: 18.5 TONNES PER DAY
ECONOMIC SPEED	: 10 KNOTS	FUEL CONSUMPTION (STEAMING)	: 8.75 TONNES PER DAY
		FUEL CONSUMPTION (DP)	: 8.5 – 10.5 TONNES PER DAY
		FUEL CONSUMPTION (PORT)	: 1.0 TONNE PER DAY

HULL CONSTRUCTION

THE VESSEL IS DESIGNED AND CONSTRUCTED TO CLASSIFICATION REQUIREMENTS AND INCLUDES CLASS RECOMMENDATIONS FOR SIDE IMPACT. A DOUBLE PLATE SKEG IS FITTED ON THE CENTRELINE AFT.

THE MAIN DECK CLEAR WORKING AREAS IS 40.0M LONG X 15.0M WIDE BETWEEN BULWARKS AND IS LAID WITH 70MM HARDWOOD SECURED IN 'T' BARS. THE DECK IS DESIGNED FOR A STATIC LOAD OF 5 TONNES/SQUARE METRE.

MAIN DECK BULWARKS ARE OF 1.05M HEIGHT WITH A TOP RAIL FORMED FROM HEAVY BULB SECTION.

THE CONSTRUCTION AND MATERIALS OF THE VESSEL IS SUITED TO THE SITE CONDITIONS DESCRIBED BELOW:

SEA WATER TEMPERATURES	5° TO 37° CENTIGRADE
AMBIENT SHADE TEMPERATURES	-10° TO +50° CENTIGRADE

HULL OUTFITTING

ANCHORS AND CABLES ARE PROVIDED IN ACCORDANCE WITH CLASS REQUIREMENTS INCLUDING TWO ANCHORS WITH CHAIN CABLES, TOWLINES AND MOORING LINES.

DECK MACHINERY:

- 1 x HYDRAULIC WINDLASS WITH TWO CABLE DRUMS AND TWO WARPING DRUMS
- 2 x HYDRAULIC CAPSTANS 5 TONNE
- 1 x MOONPOOL DOOR WINCH
- 1 X BEACON DEPLOYMENT WINCH AND DAVIT
- 1 X STORES CRANE

DECK CRANE:

1 x ELECTRO-HYDRAULIC DECK CRANE WITH A STATIC SAFE WORKING LOAD OF 45.0 TONNES AT 6.50 METRES, HOOK TRAVEL 300 METRES (RIGGED TWIN LINE). FOR SINGLE LINE OPERATION THE HOOK TRAVEL IS 600 METRES WITH A STATIC SAFE WORKING LOAD OF 22.5 TONNES

MAXIMUM OUTREACH OF THE BOOM IS 18.0 METRES WITH A STATIC SAFE WORKING LOAD OF 15.0 TONNES.

PROVIDED WITH AN AUXILLARY WHIP LINE AND HOIST WITH A STATIC SAFE WORKING LOAD OF 7.0 TONNES, HOOK TRAVEL 300 METRES.

FULLY CLASS CERTIFIED AS AN OFFSHORE MARINE CRANE.

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PROPULSION AND MACHINERY

MAIN ENGINES:	2 x WARTSILA 6R32 MEDIUM SPEED IN LINE MARINE DIESEL ENGINES EACH RATED AT 3350 BHP
AZIMUTH UNITS:	2 x SCHOTTEL SRP 2020 CP EACH RATED AT 2460 kW
TUNNEL THRUSTERS:	3 x SCHOTTEL STT 550 LK CP, ELECTRICALLY DRIVEN EACH RATED AT 700 kW
GENERATORS:	3 x DIESEL DRIVEN (WARTSILLA 4R32) MARINE ALTERNATORS, EACH OF 1560 kW, 440 V, 3 PHASE, 60 Hz ARRANGED FOR PARALLEL OPERATION
EMERGENCY GENERATOR:	1 x DIESEL DRIVEN (CATERPILLAR 3406C) MARINE ALTERNATOR RATED 250 kW

ACCOMMODATION

ALL ACCOMMODATION SPACES ARE AIR CONDITIONED ALLOWING THE VESSEL TO OPERATE IN CLIMATES RANGING FROM -10 TO +50 DEGREES CELCIUS.

A MAXIMUM ALL ROUND VISION WHEELHOUSE AND DP CONTROL CENTRE IS LOCATED ON THE NAVIGATIONAL BRIDGE DECK AND THIS SPACE ALSO CONTAINS A CLIENTS/ROV/SURVEY OFFICE.

THE VESSEL CAN ACCOMMODATE 82 PERSONNEL IN A COMBINATION OF 1, 2, 3, 4 AND 8 MAN CABINS ARRANGED ON THE FORECASTLE DECK, UPPER DECK, MAIN DECK AND TWEEN DECK. EACH CABIN CONTAINS AN EN SUITE SHOWER AND TOILET UNIT AND IS FULLY EQUIPPED WITH HIGH QUALITY FURNITURE, FIXTURES AND FITTINGS.

THE CABINS ARE ARRANGED:

- 9 X 1 MAN ON THE FORECASTLE DECK
- 2 X 2 MAN AND 3 X 4 MAN ON THE UPPER DECK
- 15 X 2 MAN, 1 X 3 MAN AND 4 X 4 MAN ON THE MAIN DECK
- 1 X 8 MAN ON THE TWEEN DECK

THE FORECASTLE DECK IS RESERVED FOR THE SHIP'S OFFICERS, CLIENT REPRESENTATIVES ARE ACCOMMODATED ON THE UPPER DECK AND THE SHIP'S CREW AND PROJECT PERSONEL ACCOMODATED ON THE MAIN DECK AND TWEEN DECK. THE ACCOMMODATION CAN BE CONFIGURED TO SUIT OTHER COMBINATIONS THAN INDICATED UP TO THE MAXIMUM COMPLEMENT.

A HOSPITAL IS PROVIDED ON THE MAIN DECK LEVEL IMMEDIATELY FORWARD OF THE WORKING DECK.

A SHIP'S OFFICE IS LOCATED ON THE FORECASTLE DECK.

A FULLY EQUIPPED GALLEY SERVING A SPACIOUS MESS AREA (54 MAN) ARE LOCATED ON THE UPPER DECK ADJACENT TO THE DRY STORES, FREEZER AND CHILL ROOMS.

A RECREATION ROOM IS PROVIDED ON THE UPPER DECK.

ELECTRICAL SYSTEM

ELECTRICAL SYSTEM IS DISTRIBUTED:

- 440 VOLT, 3PH, 60 Hz - NORMAL
- 220 VOLT, 1PH, 60 Hz- NORMAL
- 110 VOLT, 1PH, 60Hz - NORMAL + EMERGENCY
- 24 VOLT D.C. - EMERGENCY

THE MAIN SWITCHBOARD IS ARRANGED WITH SPLIT BUSBARS AND TIEBREAKER AND INCORPORATES ALL NECESSARY SAFETY DEVICES.

THE FOLLOWING SERVICES ARE PROVIDED ON THE WORKING DECK FOR PROJECT USE.

300 KVA 3 PHASE 440 VOLT ROV SUPPLY VIA CIRCUIT BREAKER

POWER OUTLETS:

- 2 X 440 VOLT 125 AMP AND 4 X 440 VOLT 63 AMP
- 2 X 220 VOLT 32 AMP AND 4 X 220 VOLT 16 AMP
- 2 X 110 VOLT 32 AMP AND 4 X 110 VOLT 16 AMP

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DYNAMIC POSITIONING SYSTEM

THE VESSEL IS EQUIPPED WITH A SIMRAD KONGSBERG DUAL REDUNDANT DYNAMIC POSITIONING (DP) SYSTEM SDP21 TO MEET NMD CONSEQUENCE CLASS II REQUIREMENTS, IMO EQUIPMENT CLASS II REQUIREMENTS AND ABS NOTATION DPS2.

PRIMARY EQUIPMENT

- 2 x OPERATOR CONSOLE
- 2 x PROCESSING UNIT
- 1 x PORTABLE REMOTE JOYSTICK
- 1 x POWER MANAGEMENT SYSTEM
- 1 x AUTOPILOT PANEL

PERIPHERAL EQUIPMENT

- 2 x UPS (3.0 KVA)
- 2 x EVENT LOGGING PRINTER
- 1 x DP ALARM SYSTEM

ENVIRONMENTAL SENSORS

- 3 x GYRO COMPASS WITH 6 x REPEATER STATION
- 2 x VERTICAL REFERENCE UNIT
- 2 x WIND SENSOR, SPEED AND DIRECTION INDICATORS

REFERENCE SENSORS

- 2 x INDEPENDENT DGPS (1 XP SYSTEM + 1 LP SYSTEM)
- 1 x HYDROACOUSTIC HIPAP
- 1 x MDL FANBEAM LASER
- 1 x LIGHTWEIGHT TAUTWIRE

REFERENCE DEPLOYMENT

- 1 x HYDROPHONE DEPLOYMENT SYSTEM
- 1 x ACOUSTIC BEACON DEPLOYMENT WINCH, SELF SPOOLING, 2000 METRES 8MM ST/STEEL CABLE

DP OPERATING MODES

THE SDP21 SYSTEM IS COMPLETE WITH THE FOLLOWING OPERATING MODES:

- STANDBY TRAINING MODE
- MANUAL JOYSTICK MODE
- MIXED JOYSTICK/ AUTO MODE
- AUTO HEADING MODE
- AUTO POSITION MODE
- FOLLOW TARGET (FOLLOW SUB) MODE
- AUTO TRACK (LOW SPEED) MODE

THE SYSTEM IS THEREFORE SUITABLE FOR DIVING SUPPORT, CABLE AND FLEXIBLE LAYING, ROV FOLLOW OPERATIONS, SUCH AS PIPELINE SURVEY, AND MOST CONCEIVABLE DP OPERATING REQUIREMENTS.

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LIFESAVING

THE VESSEL IS PROVIDED WITH LIFE SAVING EQUIPMENT TO MEET SOLAS REQUIREMENTS FOR THE TOTAL COMPLEMENT COMPRISING LIFERAFTS, LIFEBOOYS, LIFEJACKETS, IMMERSION SUITS, THERMAL PROTECTION AIDS AND RESCUE BOAT.

FIRE FIGHTING

THE VESSEL IS PROVIDED WITH FIRE PROTECTION TO MEET SOLAS, CLASSIFICATION AND STATUTORY REQUIREMENTS INCLUDING CO2 FIRE SMOTHERING SYSTEM FOR THE ENGINE ROOMS.

ELECTRONICS

VESSEL IS FULLY EQUIPPED FOR GMDSS AREA A3.

- 2 x RADAR
- 1 x ECHO SOUNDER
- 3 x GYRO COMPASS (INTERFACED TO DP)
- 1 x AUTO PILOT (LINKED TO 2 GYROS)
- 1 x WIND SPEED AND DIRECTION INDICATOR
- 1 x FLEET 77 SATCOM (INTERFACED TO DP)
- 2 x INMARSAT C SATCOM
- 1 x MINI M SATCOM
- 1 x NAVTEX
- 2 x VHF RADIO WITH DSC FACILITY
- 1 x SSB RADIO WITH DSC FACILITY
- 2 x FACSIMILE (1 LINKED TO MINI M)
- 2 x SART
- 1 x EPIRB
- 3 x PORTABLE VHF RADIO
- 1 x WATCH RECEIVER
- 1 x PUBLIC ADDRESS SYSTEM AND INTERCOM
- 1 x SOUND POWER TELEPHONE SYSTEM
- 1 x AUTOMATIC IDENTIFICATION SYSTEM (AIS)
- 1 x SHIP SECURITY ALERT SYSTEM (SSAS)

HELIDECK

AN ALLOY HELIDECK TO FAA REGULATIONS SUITABLE FOR A SUPER-PUMA HELICOPTER IS FITTED FORWARD.

All commercial queries are to be addressed to:

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