



ATLANTIC EAGLE SPECIFICATION

REGISTRATION

- Built: Halifax Shipyard 1999
- Flag: Canadian
- Official Number: 821333
- IMO Number: 9199103
- Call Sign: VCYK
- Vessel Type: UT722 Anchor Handling Tug Supply Vessel
- Classification: DNV
- Main Class: +1A1 Tug Supply Vessel SF
- Additional Class: FiFi I/II, EO, ICE-1C, TMON, DYNPOS-AUTR
- Register Info: DK(+)/HL(2.5)

DIMENSIONS

- Length overall: 75.00 m
- Length BP: 64.40 m
- Breadth, moulded: 18.00 m
- Depth, moulded: 8.00 m
- Design draft: 6.00 m
- Maximum draft: 6.20 m
- Gross Tonnage: 3157 t
- Net Tonnage: 948 t
- Deadweight: 2200 mt

MACHINERY

- Main Engines: 2 x 7200 = Total 14,400 BHP Bergen diesel engines
- Propellers: 2 x Ulstein CPP propellers in Kort nozzles
- Rudders: 2 x Ulstein High Lift flap rudders.
- Steering Gear: 2 x independent Ulstein Tenfjord electric-hydraulic steering gear. Max angle 45, Max flap angle 55
- Thrusters: 1 x 1500 BHP forward swing-up azimuth thruster, with CPP and independently diesel driven
1 x 1200 BHP forward tunnel thruster with CPP
1 x 1200 BHP aft tunnel thruster with CPP
- Generators: 2 x shaft, 1920KW, 450V, 60/50hz, each
2 x Auxiliary, 370KW, 450V/230V, 3-phase, 60hz
1 x Emergency, 125KW, 450V/230V, 3-phase, 60hz

CONTROL SYSTEMS

- Consoles: 1 full navigation console forward and 1 full navigation & main winch control console aft, providing full 360 view from bridge plus a 6 camera system providing views of decks for & aft, all winch drums, thruster rooms, etc, with monitors located at for & aft consoles.
- Joystick: 1 x Ulstein Poscon, independent from DP joysticks with 4 stations
- DP System: Kongsberg SDP 21, fully redundant system
- Reference Systems: 2 x DGPS Simrad DPS 116 HIPAP/HPR Simrad 410, with 1 3,000 m depth transponder
Fanbeam Laser – MDL MK III
- Sensors: 2 x MRUs - Seatek MRU 5
2 x wind sensors
2 x Robertson Gyro RGC II

Note: DP system utilizes azimuth thruster, both tunnel thrusters, both main engines, with full integration of rudders.

**PERFORMANCE**

- Maximum Speed: 16.0 knots
- Economic Speed: 11.5 knots @ 60hz
- Super Economic Speed: 10.5 knots in combinator mode (50hz)

FUEL CONSUMPTION

- Steaming maximum (towing): 58 m³/day
- Economic Speed: 40 m³/day
- Steaming super economic: 15 m³/day
- Standby: 6-9 m³/day
- Gen. at anchor or in port: 0.5 m³/day

TOWING AND ANCHOR HANDLING

- Bollard Pull: DNV certified
162 tonnes continuous bollard pull
171 tonnes maximum bollard pull
173 tonnes continuous bollard pull with forward azimuth thruster running
- Winch: Ulstein Brattvaag, 300 tons, 3 drums
- Main Towing: 1 x declutchable tow drum
Capacity - 1560 m x 76 mm dia. Wire
Brake holding on 1st layer - 400 tonnes
1st layer max. pull 270 tonnes @ 0-6.5m/min
- Anchor Handling: 2 x declutchable work drums
Capacity - each 1290 m x 76 mm dia. wire
Brake holding on 1st layer - 430 tonnes
1st layer max. pull 300 tonnes @ 0-6 m/min
- Storage Drums: 2 x pennant wire storage drums, 15 tonnes line pull @ 0-28 m/min, capacity 1500 m x 76 mm wire
6 x Iceberg tows, total length 2000 m on storage drums
- Spare Tow Wire: 1 x spare tow wire drum with wire, 15 tonnes @ 0-28 m/min
Capacity - 1500 m x 76 mm dia. wire
- Cable Lifters: 2 x non-declutchable cable lifters, one for 3" (76mm) chain port and one for 3 1/4" (84mm) chain starboard, fitted outside of the anchor-handling drums
Breaking 160 tonnes, Rendering 198 tonnes, Stalling 131 tonnes
- Chain Lockers: 2 x chain lockers each 134 m³, total 268 m³
Locker Capacities each at 30% broken stowage 2.5" = 6841'
3.0" = 4396, 3.25" = 3800', 3.5" = 3238, 4.0" = 2608', 4.5" = 2200'



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- Karmforks: 2 x Karmforks, 750 tonnes SWL. Remote control from wheelhouse and aft deck
- Towpins: 4 x Towpins, hydraulic. Remote control from wheelhouse and aft deck.
- Stern Roller: 1 x 6 m x 2.7 m dia., 440 tonnes SWL
- Grapnel: 1 Grapnel x 150 tonnes, Ansel Jones Forgings
- J – Hook: 1 J-Hook x 150 tonnes, Ansel Jones Forgings

DECK MACHINERY

- Tuggers: 2 x 15 tonnes @ 0-31 m/min, hydraulic, capacity 100 m x 19 mm wire
- Capstans: 2 x 10 tonnes @ 0-20 m/min, hydraulic, aft main deck.
- Windlass: 1 x 12 tons @ 0-20 m/min, hydraulic
- Anchors: 2 x Stockless anchors, 2850 kg each
- Crane: 1 x Hydramaskin, 5 tonnes, 13 m hinged arm 1 x 5 T deck crane
- 1 X 5 ton Allied knuckle boom crane with heave compensation
- FRC Davits: 1 x Hydramaskin heave compensated davit, stbd 1 x Hydramaskin heave compensated davit, port
- 1 x ROV operation w/over side launch

DISCHARGE RATES

- Potable Water: 250 m³/hr - 9.0 bar pressure relief @ 9.7 bar
- Drill Water: 250 m³/hr - 9.0 bar pressure relief @ 9.7 bar
- Fuel: 250 m³/hr - 9.0 bar pressure relief @ 9.7 bar
- Mud: 75 m³/hr - 18.0 bar pressure relief @ 19 bar
- Brine: 100 m³/hr - 18.0 bar pressure relief @ 18.7 bar
- Base Oil: 120 m³/hr – 9.0 bar pressure relief @ 9.7 bar
- Dry Bulk: 80 m³/hr - 5.6 bar, 4 aeration jets per tank 2 Tamrotor compressors, 22.8 m³/min each, pressure 5.6 bar. Pressure Relief @ 6.1 bar.

Note: Discharge rates for dry bulk will differ with product, ie; Gel discharge rates will be much higher. All pumping arrangements are totally redundant with equivalent backup/standby pump.

CAPACITIES/TANKAGE

- Clear Deck Space: 551 m² (may vary due to ROV containers)
- Deck Cargo: 1100 tonnes
- Deck Loading: Cargo deck - 5 tonnes/m²
Anchor handling deck - 10 tonnes/m²
- Fuel: 991 m³
- Potable Water: 704 m³
- Drill Water: 938 m³
- Brine/Glycol: 401 m³
- Liquid Mud: 417 m³
- Base Oil: 200 m³
- Dry Bulk: 4 tanks totaling 10,000 ft³ (283m³)
- Recovered Oil: 1100 m³
- Cargo Deadweight: 2200 tonnes
- Tank Washing: 4 x Butterworth, hot and cold water mud tank washing
- Tank Recirculation: All tanks are capable of recirculation

- Tank Agitators: 4 x hydraulic agitators in mud tanks. Also capable of individual recirculation

Note: Vessel tankage and piping arrangements are extremely flexible, allowing for reconfiguration to the charterer's operational requirements.

EXTERNAL FIRE FIGHTING (Fi Fi I/II)

- Pumps: 2 x Jason HGTF 1-450800, 3,600 m³/hr (Total: 7,200 m³/hr)
- Monitors: 2 x Jason FM 400 HD, 3,600 m³/hr, bridge remote controlled

System complies with DNV FiFi II specifications for operational throw distances and is complete with external drenching system, foam generator portable Turbex MKII producing 200 m³/min consumption 4.5 L/min, 6 additional fireman's suits 8 total/breathing apparatus, spare BA bottles, and recharging compressor.

LIFESAVING

All equipment as per SOLAS, CCG, and Standby Vessel Letter of Compliance.

- Survivor Capacity: 330 persons
- Rescue Craft: 2 x Springer MP 271, 20 person capacity, diesel jet FRC.
- Liferrafts: 6 x RFD, total capacity: 136persons
- Rescue Frame: 1 x Daycon Scoop
- Rescue Basket: 1 x Empra, 6 person capacity
- EPIRB: 1 Tron x Hydrostatic Release
- Sarts: 2 x Tron
- Em.VHF: 3 X Sailor with long life batteries

ELECTRONICS

- Radars: 1 x Furuno 2835S, ARPA, S-band (10 cm), 28 inch display
1 x Furuno Far 21 x 7 MU 201CR
1 x Furuno FR-1510 MK-3, aft Bridge slave radar
- 1 X Sperry Voice data Recorder
- Auto Pilot: Autopilot 1 x Simrad AP 50 - fully integrated with ECDIS
- Electronic Chart: 1 x Norcontrol SeaMap 1021 - integrated with autopilot, radar, and DGPS
- Gyro(s): 2 x Robertson RGC II, integrated with DP system
- Depth Sounder: 1 x Skipper GDS 101
- DGPS: 1 x Furuno DGPS- GP-37
- Speed Log: 1 x Consilium
- VHF DF: 1 x Taiyo TD-L1550
- Helicopter Beacon: 1 x Skanti TU 820B
- Weather Fax: 1 x Furuno Fax 207
- AIS: 1 x Furuno FA 150
- SSAS: 1 x Trane & Trane

**EXTERNAL COMMUNICATIONS EQUIPMENT**

- GMDSS: Sailor, compliant for areas A1, A2, and A3
- Telex/Email: 2 x Sailor Sat 'C' with telex and email
- Aeronautical Radio: 1 x Jotron TR-601
- Helicopter Beacon: 1 x Skanti TU 820B
- Portable UHF: 3 x Motorola
- Portable VHF: 2 x Icom
- Aeronautical Radio: 1 x Jotron TR-601
- Cell phone/fax: 2X Telular units & 1 x Sanyo portable
- V-SAT voice and email
- Iridium: 1 x voice

INTERNAL COMMUNICATIONS EQUIPMENT

- Internal phone TEC PBX system throughout with phones in all cabins and areas with complete access to each other and all external communications
- P.A. system covering all areas of the vessel both inside and outside, including all sleeping areas if required

ACCOMMODATION

- 4 x 1 berth cabins
- 13 x 2 berth cabins
- 2 x 4 berth cabins
- Total: 38 berths. All cabins with ensuite washrooms.
- Additional Spaces:
 - 1 x Ship's Office, complete with computer system (networked to Wheelhouse and Engine Control room) and photocopier.
 - 1 x Lounge Area
 - 1 x Smoking Room
 - 1 x Messroom
 - 1 x Hospital, complete with separate berth, examination table, and all associated medical equipment required by SOLAS and CCG stand-by regulations.
 - 1 x non-survivors Locker
 - Freezer 8.4 m³
 - Cooler 8.6 m³
 - Dry Stores 10.5 m³

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 Vessels*
2. Fitted with two passive roll reducing stability tanks below the main deck
3. ISM certificate issued from Lloyds and Transport Canada
4. Approved for the Carriage of Noxious liquids (DNV)
5. Approved for the Carriage of Dangerous Goods (Transport Canada).
6. Approved for the Carriage of Passengers (Transport Canada)
Home Trade I: 14 Crew and 24 Passengers or 11 crew and 27 passengers
Home trade III: no more than 20 miles from shore: 14 crew and 46 passengers
7. Fitted with 4 remote cameras in winch house for anchor-handling/towing operations with monitors located forward and aft in wheelhouse
8. Fitted with 1 x 3000 W searchlight forward and 1 x Color light CLO3-12 port aft, all remotely controlled from wheelhouse
9. Fitted with moon pool (4.2 m x 42 m) capable of operating a work class ROV
10. ROV Operation with 1 x work class ROV system with over side launch in wave heights of 3.5 metres