



## ATLANTIC HAWK SPECIFICATION

**REGISTRATION**

- Built: Halifax Shipyard 2000
- Flag: Canadian
- Official Number: 821332
- IMO Number: 9199115
- Call Sign: VCYY
- Vessel Type: UT 722 Anchor Handling Tug Supply Vessel
- Classification: DNV
- Main Class: +1A1 Tug Supply Vessel SF
- Additional Class: 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 MRU(s) - 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 m<sup>3</sup>/ day
- Economic Speed: 40 m<sup>3</sup>/ day
- Steaming super economic: 15 m<sup>3</sup>/ day
- Standby: 6 m<sup>3</sup>/ day
- Gen. at anchor or in port: 0.5 m<sup>3</sup>/ day

**TOWING AND ANCHOR HANDLING**

- Bollard Pull: DNV certified  
157 tonnes Continuous Bollard Pull  
163 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 @ 0-6.5 m/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 toelines, 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 m<sup>3</sup>, total 268 m<sup>3</sup>  
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'



- 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 @ 0-20m/min, hydraulic
- Anchors: 2 x Stockless anchors, 2850 kg each
- Crane: 1 x Hydramaskin, 5 tonnes, 13 m hinged arm
- FRC Davits: 1 x Hydramaskin heave compensated davit, Stbd  
1 x Hydramaskin heave compensated davit, Port

#### DISCHARGE RATES

- Potable Water: 250 m<sup>3</sup>/hr - 9.0 bar Pressure Relief @ 9.7 bar
- Drill Water: 250 m<sup>3</sup>/hr - 9.0 bar Pressure Relief @ 9.7 bar
- Fuel: 250 m<sup>3</sup>/hr - 9.0 bar Pressure Relief @ 9.7 bar
- Mud: 75 m<sup>3</sup>/hr - 18.0 bar Pressure Relief @ 19 bar
- Brine: 100 m<sup>3</sup>/hr - 18.0 bar Pressure Relief @ 18.7 bar
- Base Oil: 120 m<sup>3</sup>/hr – 9.0 bar Pressure Relief @ 9.7 bar
- Dry Bulk: 80 m<sup>3</sup>/hr - 5.6 bar, 4 aeration jets per tank  
(2) Tamrotor compressors, 22.8 m<sup>3</sup>/min each, pressure 5.6 bar. Pressure Relief @ 6.1 bar.

*Note: Discharge rates for dry bulk will differ with product. All pumping arrangements are totally redundant with equivalent backup/standby pump.*

#### CAPACITIES / TANKAGE

- Clear Deck Space: 555 m<sup>2</sup>
- Deck Cargo: 1100 tonnes
- Deck Loading: Cargo deck - 5 tonnes/m<sup>2</sup>  
Anchor handling deck - 10 tonnes/m<sup>2</sup>
- Fuel: 991 m<sup>3</sup>
- Potable Water: 704 m<sup>3</sup>
- Drill Water: 938 m<sup>3</sup>
- Brine/Glycol: 401 m<sup>3</sup>
- Liquid Mud: 417 m<sup>3</sup>
- Base Oil: 200 m<sup>3</sup>
- Dry Bulk: 4 tanks totaling 10,000 ft<sup>3</sup> (283 m<sup>3</sup>)
- Recovered Oil: 1100 m<sup>3</sup>
- 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.*

#### LIFESAVING

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

- Survivor Capacity: 300 persons
- Rescue Craft: 2 x Springer MP 271, 20 person capacity, diesel, water jet propulsion, FRC.
- Liferafts: 5 x RFD, total capacity: 116 persons
- Rescue Frame: 1 x Daycon Scoop
- Rescue Basket: 1 x Empira, (6) person capacity;
- EPIRB: Tron 1 x handheld & 1 x Hydrostatic Release
- Sarts: 2 x Tron
- Em.VHF: 3 x Norcontrol with long life batteries

#### ELECTRONICS

- Radars: 1 x Furuno 2835S, ARPA, S-band (10 cm), 28 inch display  
1 x Furuno FR-2110, ARPA, X-band (3 cm), 21-inch display.  
1 x Furuno FR-1510 MK-3, aft Bridge slave radar.
- Auto Pilot: 1 x Norcontrol AP 2000 Track. 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 Shipmate GN 30 2 Simrad DGPS 116
- Speed Log: 1 x Consilium
- VHF DF: 1 x Taiyo TD-L1550
- Helicopter Beacon: 1 x Skanti TU 820B
- Weather Fax: 1 x JRC JAX-9A
- AIS: 1 x AIS (Simrad A170)
- SSAS: 1 x SSAS (Thrane&Thrane Capsat TT 3000SSA)

#### 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 UHFs: 3 x Motorola
- Portable VHF: 2 x Motorola
- Aeronautical Radio: 1 x Jotron TR-601
- Cell phone/fax: 1 X Sanyo & 1 X Samsung Portable
- Fleet 77: 1 x Voice, Fax 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 m<sup>3</sup>
  - Cooler 8.6 m<sup>3</sup>
  - Dry Stores 10.5 m<sup>3</sup>

#### 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)  
Near coastal C1 number of passengers 27 number of crew 11
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 color light CLO3-11 searchlight forward and 1 X 2000W-searchlights stbd and 1 x Color Light CLO3-11 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