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July/August 2008

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Mexican supply boat is compact but cost effective

Oceanografia recently took delivery of *Caballo Criollo*, a compact yet flexible supply vessel tailored to Mexican market needs, and the latest in a series that the company has ordered from De Hoop Shipyard in The Netherlands



Caballo Criollo was built for Oceanografia, a long time client of De Hoop Lobith

Oceanografia SA de CV specialises in a range of services to the oil industry offshore Mexico, including the provision of supply vessels, dive support and ROV services, light construction work and related services such as cathodic protection expertise for offshore installations.

The Mexican company has worked with De Hoop Shipyard at Lobith in The Netherlands on a number of occasions and has further vessels on order at the yard. The latest to have been delivered, the 62m supply vessel *Caballo Criollo*, was ordered in June 2007, and launched in November.

The ship successfully completed final trials in January, and sailed for Mexico shortly afterwards, encountering particularly poor weather on route at times, including heavy seas with significant wave heights of more than 10m. Despite this challenge, the ship reportedly came through comfortably.

Caballo Criollo boasts a cargo deck of approximately 360m², with a large winch having

a pulling force of circa 60 tonnes and 700m of 31mm (1.25in) cable. The cargo deck is covered with 76mm (3in) thick fir planking for protection, and on the port side there are foundations for a deck crane with a capacity of circa 60 tonnes at 6m, which was due to be installed after arrival in Mexico.

At the stern of the working deck is a 25 tonne A-frame with a hoist length of 50m and an electrically driven winch. Below the main deck is space for stores, and this is accessible via a cargo hatch with a 2.5m x 2.5m clear opening.

Caballo Criollo has accommodation for a total of 46 persons in two single, six two-person, and eight four-person cabins. The main spaces on board include: the thruster room, engineroom, switchboard room, laundry, store, bow thruster

room, a galley with dry, frozen and cold stores, a mess room, day room, changing room, two offices, a diving equipment room, workshop, store, a dive control room, AC room, luggage store, emergency generator room, and wheelhouse/chartroom.

Caballo Criollo benefits from fuel-efficient diesel-electric propulsion machinery, with two azimuthing thrusters aft and two transverse tunnel thrusters forward. The induction-type propulsion motors drive the four-bladed fixed-pitch thrusters via horizontal shafts, providing 900kW each at 1,800 rpm with a supply voltage of 480V. Each propeller has a diameter of 1,800mm diameter and is of nickel-aluminium material. The forward thruster motor is also an induction model with vertical shaft, and provides 350kW at 1,800 rpm on a similar supply voltage of 480V. The controllable-pitch blades have a diameter of 1,200mm. All thrusters can be used when keeping station.

The gensets take the form of three Caterpillar C32 engines each with an output of 1,138kVA, 480V AC, 3 phase, 60Hz, at 1,800 rpm. **OSJ**



The stern-mounted A-frame is an important feature of *Caballo Criollo*'s outfit

CABALLO CRIOLLO

Owner	Oceanografia
Builder	De Hoop Lobith
Length, oa	61.87m
Length, waterline	59.65m
Beam, moulded	12.80m
Depth, moulded	5.50m
Draught, design	4.5m
Draught, summer	4.65m
Deckload	5.00 ton/m ²
Deadweight, at 4.50m draught	circa 1,500 tonnes
Working deck area	360m ²
Speed	13 knots
Potable water	162m ³
Diesel oil	663m ³
Ballast water	487m ³
Class	LR

General arrangement Caballo Criollo

