

'PRINCE JOB 1'

VERSATILE OSV FROM SHIPYARD DE HOOP DELIVERED TO NIGERIA

Dutch shipbuilder Shipyard de Hoop has delivered a highly versatile new offshore service vessel for operations in the oil fields off the coast of Nigeria.



Two Caterpillar C32 and two C18 diesel engines power the vessel

Named 'Prince Job 1', the vessel is a modified version of the shipyard's proven PSV/OSV design, optimised for the specific operational requirements of her West African service. Of all steel construction, the vessel has an overall length of 68.45 metres, a beam of 15.77 metres and a depth to main deck of 5.5 metres. Total deadweight capacity is 2,300 tonnes.

Built to Germanischer Lloyd classification standards, the vessel has been designed to carry out a wide variety of offshore roles. In addition to standard supply duties, the vessel

has been outfitted for the transportation of contaminated oils as well as being equipped to carry out inspection, maintenance and repair of offshore structures and pipe lines.

Contaminated (transmix) liquids are produced when a pipeline swaps between transporting different grades of oils resulting in unavoidable mixing. These contaminated liquids are collected at offshore production sites and need to be transported to an onshore refinery for fractioning. To maximise carrying capacity, 'Prince Job 1's hull is given over almost entirely to cargo tanks, aside from small thruster rooms forward and aft. A diesel-electric propulsion system has allowed the engine room to be entirely removed from the hull, instead being located on the main deck forward under the first superstructure deck.

The vessel's large aft working deck is flanked on each side by cargo rails. A total deck area of some 500m² allows for the carriage of a wide variety of rig supplies as well as equipment for her inspection and repair work. Container fittings and lash down point are provided for a total of up to 16 TEUs if needed. A pair of 10-tonne capacity Somec knuckle boom cranes are provided – one each side – for cargo and hose handling. A total of five tugger winches are installed at key points around the cargo deck to assist with manoeuvring heavy cargo items.

Regular inspection and repair of underwater pipelines will be a key task for the vessel and specialised equipment for carrying out these duties is provided.

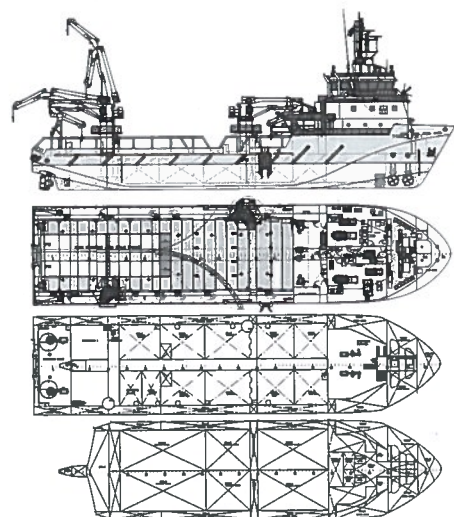
The main deck engine room is located immediately forward of the cargo deck and is outfitted with a generating bank consisting of a pair of 995kW Caterpillar C32 diesels and two smaller 570kW Caterpillar C18 models. The combination of engines allows for economical operation by matching power output to requirements. Primary propulsion is provided by a pair of azimuth Z-drive thrusters in the stern, each driven by a 900kW electric engine, driving the vessel to a maximum speed of 12 knots. Twin Veth tunnel thrusters are installed in the bow and provide close quarters manoeuvrability as

well as interfacing into the vessel's DP 2 dynamic positioning system.

Above the engine room, the forward superstructure provides accommodation for a crew of up to 26. A mixture of single and multi-person cabins are fitted along with standard crew amenities including a modern galley and large mess area.

A full width wheelhouse that provides 360-degree visibility right around the boat tops the superstructure. A primary control console is provided forward for transit, with a separate aft console located facing aft over the cargo deck for use during cargo handling and offshore operations.

For further information contact:
Shipyard de Hoop, The Netherlands
Email: lobith@dehoop.net
Web: www.dehoop.net



'Prince Job 1'

SPECIFICATIONS

Type of vessel:	OSV/PSV
Classification:	GL
Owner:	Awaritse Nigeria
Builder:	Shipyard de Hoop, The Netherlands
Construction material:	Steel
Length overall:	68.45 metres
Length bp:	62.58 metres
Length waterline:	65.11 metres
Beam:	15.77 metres
Draught:	4.62 metres (Summer)
Depth:	5.5 metres
Deadweight:	2,300 tonnes
Main engines:	2 x 900kW electric engines
Propulsion:	2 x azimuth Z-drive
Generators:	2 x Caterpillar C32, each 995kW at 1,800rpm; 2 x Caterpillar C18, each 570kW at 1,800rpm
Side thrusters:	2 x Veth FPP bow thrusters
Maximum speed:	12 knots
Deck cranes:	2 x Somec knuckle boom, each 10 tonnes at 15 metres
Fire monitors:	2 x 2,400m ³ /hr
Fuel capacity:	520m ³
Freshwater capacity:	240m ³
Crew:	26