



PRINCE JOB I: New OSV for African offshore fields, with a multipurpose remit

Builder Shipyard De Hoop
 Designer Shipyard De Hoop
 Vessel's name Prince Job I
 Owner/operator Awaritse
 Country Nigeria
 Flag Nigeria
 Total number of sister ships
 already completed 0
 Total number of sister ships still on order 0
 Contract date January 2014
 Delivery date March 2015

The offshore market may have remained stagnant in 2015, but innovative solutions continue to abound, as is evident in the delivery of the Shipyard De Hoop-designed and -built multipurpose OSV *Prince Job I*. Developed to operate in Chevron's offshore oil fields near Nigeria, the 68.5m vessel's duties include the discharge of transmix liquids; although such work is usually handled by tankers, draught restrictions affecting the operational zone have made these latter vessel types unsuitable. Similarly, tankers would prove poor platforms for *Prince Job I*'s other stipulated tasks, such as transportation of deck cargo and inspection, repair and maintenance (IRM) and firefighting operations. IRM work is especially important, given that the transmix liquids are being pumped from the offshore site to shore via a single Chevron pipeline; this pipeline must be kept in optimal working order, and repaired, should any defects occur, in order to reduce the likelihood of accidents, which could include life-threatening incidents such as explosions.

The vessel's cargo area spans some 500m² and has been strengthened to 5tonnes per m², with container fittings and lashing points enabling her to accommodate a containerised cargo equivalent to 16teu. Two Sormec offshore knuckle boom

cranes, each rated 10tonnes at an outreach of 15m, have been installed to assist hose-handling and loading/unloading operations. For maximum, unobstructed access across the cargo deck, the superstructure has been situated as far forward as possible, De Hoop explains.

Prince Job I has been fitted with four inflatable life rafts, split equally between the port and starboard sides, each featuring the capacity for 25 persons, and an aluminium workboat. Should the vessel be called on to tackle fires, a pair of electric pumps, each with a capacity of 1.5 million litres, can feed two monitors with a combined capacity of 2.4 million litres per hour. This set-up has earned the vessel DNV-GL FiFi 1 status.

The superstructure consists of 4.5 levels and contains the wheelhouse (with the bridge split into a forward-facing section, for vessel transit, and an aft-facing section, where DP-relevant operations are conducted) and 10 cabins, providing accommodation for up to 30 crew members.

TECHNICAL PARTICULARS

Length, oa 68.45m
 Length, bp 62.58m
 Breadth, moulded 15.77m
 Depth, moulded 5.5m
 Gross tonnage 1,847tonnes
 Displacement 3,863tonnes
 Design, draught 4.62m
 Design, deadweight 2,300tonnes
 Lightweight 1,465tonnes
 Deck space (total) 500m²
 Deck capacity 5tonnes/m²
 Service speed 11knots
 Max speed 12knots
 Range (nautical miles) 7,200
 Daily fuel consumption 6tonnes
 Classification society Germanischer Lloyd
 Notations *100A5 Offshore Service Vessel
 *MC, DP2, *FI-FI-1, EP-D, OR, HLNS
 Bollard pull 30tonnes

Main engine(s)
 Make Caterpillar
 Model C32 (x2), C18 (x2)
 Number 4
 Output of each engine 950kWe (C32) / 550kWe (C18)

Propeller(s)
 Material NiAlBr
 Manufacturer Veth (azimuth)
 Number 2
 Fixed/controllable pitch Fixed
 Diameter 1,900mm
 Open or nozzled Nozzled

Bow thruster(s)
 Make Veth
 Number 2
 Output of each 450kW / 422rpm

Deck machinery
 2 x Sormec cranes, 10tonnes @15m SWL each
 2 x C-Nautical tigger winches, 10tonnes each
 1 x Kraaijeveld roller, 100tonnes

Bridge electronics
 Radar(s) 2 x JRC JMA-5312-6
 Autopilot NAVIS (integrated in DP)
 GMDSS JRC
 GPS JRC JLR-7800
 Gyro 3 x Alphatron Minicourse
 Chart plotter Navtex JRC NCR-333
 Engine monitoring/ fire detection system MiniMax

Onboard capacities
 Fuel oil 520m³
 Fresh water 240m³
 Ballast water 1,000m³
 Liquid mud 340m³
 Brine 300m³
 Transmix fluid 800m³

Complement
 Crew 30
 Passengers 0
 Number of cabins 10

