

M.V. NORTH POMOR – ST216 ARCTIC PSV

ICE 1B, Winterised, STBY RESCUE (NMD300), SPS, NOFO2009, Clean Design



Owner / Manager

GulfMark Rederi AS /
Gulf Offshore Norge AS

Built

Simek, Norway, July 2013

Classification

DNV +1A1, SF, E0, DK(+), DynPos AutR,
HL (2.8), L.F.L. Clean Design, Naut
OSV(A) Comfort V3 C3, SPS, Oil Rec
NOFO 2009, Stby Rescue (NMD300)
ICE-B, WINTERIZED BASIC

Flag / Registry

Norwegian / Sandnes

Dimensions

LOA	92.6 m
Breadth (moulded)	19.2 m
Depth (mould to sh.dk)	8.5 m
Draft (max)	6.95 m
GRT	4.513 T
NRT	1.645 T
Dead-weight	5.000 T
Light ship	1.877T
Deck area	1.053 sq. m
16,2 m x 65 m incl. trans rec. plf.	
Deck Load	2.200 T
Deck Strength	10 t/m ²

Machinery

Diesel Electric	WÄRTSILÄ
Generating Power	11.465 BHP
Propulsive BHP	7.072 BHP
Main Generators	3 x 2.810 ekW
Aux Generator	1 x Scania 550 kW
Emergency Gen	1 x Sisu 118kW

Bow Thrusters:

Tunnel	2 x1100 kW
Retractable	1 x 880kW
Stern Propellers	2 x Steerprop
	35 CRP @ 2600 kW

Deck Crane

2 x 3T @ 15m

Tugger Winch

2 x 15T

Environmental

Catalyzer (SCR) system for reduced NOx emissions.
Clean Design - Double Hull with no hydrocarbon products on outer hull.
Ballast water treatment system.

Cargo Capacity

Fuel oil	1,172m ³ @100%
Potable Water	1,097m ³ @100%
Drill Water	1,820m ³ @100%
Oil Based Mud	1,203m ³ @100% (800m ³)
Brine	1,203m ³ @100% (340m ³)
Base Oil	535m ³ @100% (100m ³)
Methanol/	
Special Products	330m ³ @100%
Dry Bulk(Cement)	365m ³ @100% 6 tanks
Oil Recovery	1,963m ³ (NOFO2009-1.9)
Slop	175m ³ @100%
Urea	60m ³ @100%

Navigation and Communication Equipment according to GMDSS A4

Kongsberg K-Bridge integrated.
Oil- and Ice -radar
Manual Override of autopilot
DGPS: 2xSIMRAD MX512 Com
Ship Security Alert System

GSM and IP-telephone GIS

Satellite telephone
Internet GIS sat sys, NMT and GSM.

Speed / Consumption

11 knots @ Approx. 12.5 m³ / day
12.5 knots @ Approx. 14 m³ / day
16.5 knots @ Approx. 27 m³ / day

DP2 System

Kongsberg DP 22
References 1 x Cyscan
2 x DGPS, DPS122+DPS200
ERN 99.99.99.99

Accommodation

40 persons 14 x 1 Man cabins
13 x 2 Man cabins

Discharge Rates

Fuel Oil	250 m ³ /hr @ 9 bar
Pot Water	250 m ³ /hr @ 9 bar
Oil Based Mud	2 x 0-100m ³ /hr @ 24 bar
Base oil	75 m ³ /hr @ 9 bar
Brine	2 x 0-100m ³ /hr @ 24 bar
Bentonite	60 T/hr @ 9 bar
Barytes	60 T/hr @ 9 bar
Methanol	
/Special Products	4 x 75 m ³ /hr @ 9 bar
Drill Water	0 - 250 m ³ /hr @ 9 bar
Cement	80 T/hr @ 9 bar

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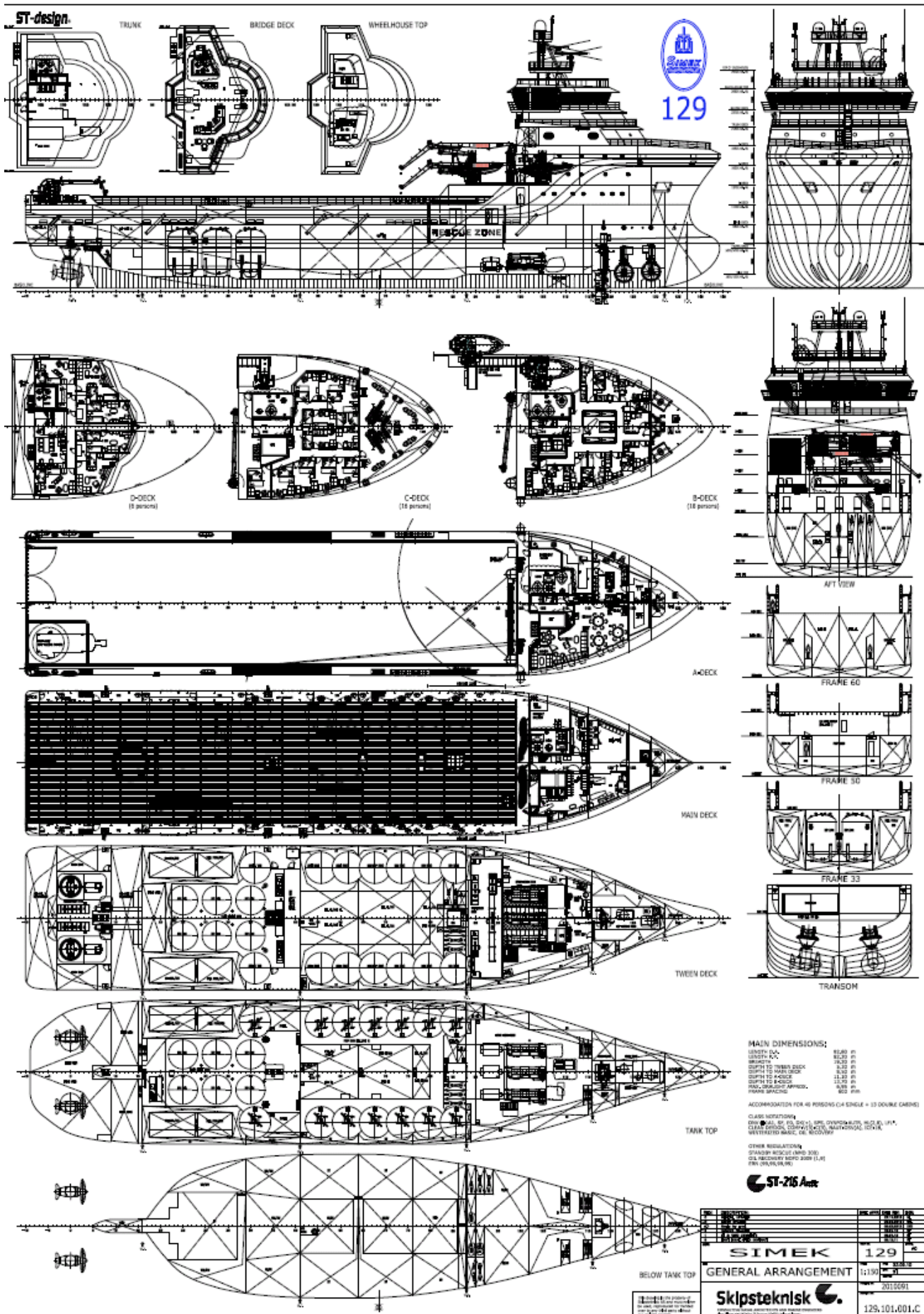
CARGO CAPACITIES (100% CAPACITIES)

TANK	M3				M3		
	FUEL OIL	FRESH WATER	METHANOL	DRILL WATER	OIL BASED MUD	BRINE	BASE OIL
FUEL (12)	2x 97,46 2x 209,79 224,59 212,18 29,12 22,6 24,88 18,38 24,21 1,27						
FRESH WATER (13)		2 x 120,29 2 x 62,98 84,67 97,43 67,87 50,50 140,92 143,6 50,22 44,99 50,55					
METHANOL(4)			2x83,81 2x81,21				
DRILL WATER (6+11)				2 x 113,50 109,83 115,8 116,75 118,64 144,05 68,77 65,23 101,62 58,12 60,01 71,88 2x 69,56 246,23 178,63			
OBM (10+4)					2x72,06 2 x 83,89 2x 87,68 2x 88,46 2x 88,49 2x 88,49 92,63 92,62		
BRINE (4+10)						2x 88,49 92,63 92,62 2x72,06 2 x 83,89 2x 87,68 2x 88,46 2x 88,49	
BASE OIL (2+2)							2x49,27 224,59 212,18
TOTAL/ total combined	1171,73	1097,29	330	687,32/ 1820,98	841,16/ 1203,39	362,23/ 1203,39	98,54/ 535,31

Black denotes primary function, **Red** denotes secondary / tertiary function

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These particulars should be taken as indicative and do not constitute a warranty (July 2013)