


## SAYAN PRINCE - MOSS 919 - Anchor Handling Tug Supply

General	
Design	MOSS 919 AHTS
Built	SPP/ Tersan Shipyard
Launched	2015
Delivered	2018
IMO	9709049
Call Sign	XXX TBN
Flag	Malta
Port of Reg	Valetta



Class
DNV+1A1, Offshore Service Vessel +, AHTS, E0, SF, HL(2,8), DK(+), OILREC, Fire Fighter II, DYNPOS-AUTR, Clean Design, TMON, COMF-V(3), SPS, NAUT-OSV(A), RECYCLABLE, BIS,ICE-C

Dimension	Deck Capacities
Length overall: 84.00 m	Cargo deck area: 650m <sup>2</sup> (42,0m x16,2m)
LPP: 73.20m	Deck Capacity: 1300MT (VCG 1m)
Breadth moulded: 19.40 m	Deck Strength: 15 MT/m <sup>2</sup> / 10 MT/m <sup>2</sup>
Depth moulded: 9.00 m	Cargo Rail height: 3m above deck.
Operation draught: 6.50 m	Deck power box: 1x400A + 2x100A +
Maximum draught: 7.625 m	4x32A + 2x60A +
DWT at max draught: 3,427 tons	4x16A
GRT 4893	Accommodation for 60 persons (SPS 60)
NRT 1467	31 x 1-man cabin
Lightship weight: 5097	10 x 2-man cabin
Accommodation: SPS 60.	2 x 4-man cabin

Power and Propulsion	
Main Engines: 4 MAK x 4.000 kW (21.760BHP)	Thrusters:
Bollard Pull: 235+ (TBC)	2 x Tunnel thrusters forward 2 x 1.360 BHP
2 x Aux generators (IP44) 2 x 1240 BHP	1 x Azimuth thruster forward 1 x 1.630 BHP
2 x Shaft generators 2 x 4020 BHP	2 x Tunnel thrusters aft 2 x 1.360 BHP
1 x Emergency generator 1 x 320 BHP	2 x CPP in fixed nozzles
Max Speed about 16.5 kts	2 x High lift flap rudders
SCR & Urea Installed for all ME and DG, Emission limits according to IMO TIER III	

### SevNor Limited

Registered office:  
Chrisorogiatissi & Kolokotroni  
3040, Limassol, Cyprus

Visiting address:  
Hermes plaza, office 201A, Ag.Athanasίου av.46,  
Ag.Athanasios, 4102, Limassol, Cyprus

E-mail: [admin@sevnor.com](mailto:admin@sevnor.com)  
Telephone: + 357 25 823 277  
Fax: + 357 25 725 576

### Remote Operated Vehicle

Fully integrated ROV hangar, with Kongsberg Evotec L-Frame LARS  
 IKM Subsea Merlin WR200 Work Class ROV  
 200BHP, Depth Rating 3000m, Electrical Propulsion Highest degree of redundancy in the market.

### Anchor Handling Equipment

4 chain lockers, each of 137m <sup>3</sup> , total 548m <sup>3</sup> Chain inlet close to the locker center.	Capacities 4x 1650m length of 76 mm 4x 1500m length of 84 mm
Cable Lifters: 2 x 76mm, 2 x 84mm, 2 x 105mm, 2x 114mm, 2 x 120mm	
Duty of 76 mm cable lifters - double drive : 1 <sup>st</sup> Step 500 t @ 14 m/min (at max 55 bar) 2 <sup>nd</sup> Step 312 t @ 21 m/min (at max 57 bar) 3 <sup>rd</sup> Step 130 t @ 42 m/min (at max 57 bar)	Dynamic braking: 500 tonnes @ 63 m/min 412 tonnes @ 100 m/min 172 tonnes @ 137 m/min
Split stern Roller: L 2 x 3m Dia 3,5 m – SWL 600 t	

### BRATTVAAG towing / anchor handling winch BSL400W/2SL400W of waterfall type

<b>Towing drum:</b> Drum dia: 1,5m x length: 1,9m x flange dia 3,2m Wire capacity 1705 m of 86 mm wire, or 2000 m of 76 mm dia wire	<b>Working drum:</b> Drum dia: 1,5m x length: 3,0m x flange dia 3,2m Wire capacity 2715 m of 86 mm dia wire.
<b>Anchor Handling drum:</b> Drum dia: 1,5m x length: 4,87m + 0,9m socket part x flange dia: 3,2m Wire capacity 4435 m of 86 mm wire, or 650 m of 203 mm fibre in main compartment.	
<b>Duty on Towing drum/Working drum/AH drum 1st layer - double drive 57 bar/4pumps</b>	
1 <sup>st</sup> Step 400 tonnes @ 0 - 19 m/min Mid 289 tonnes @ 0 - 26 m/min Outer 214 tonnes @ 0 - 35 m/min  Dynamic braking: 1st 74 to 528 tonnes @ 0 - 86 m/min Static brake: 1st 525 tonnes	Lowering 1st 0 - 65 m/min Mid 0 - 89 m/min Outer 0 - 121 m/min

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### Two off BRATTVAAG Secondary winch type ALM63138U

Drum dia 1,5m x 4,5m length + 0,9m length special compartment / Flange dia 4,5m

1600 m of fiber dia. 203 mm, 0% tolerance or 4000 m 76 mm wire, max weight 150 tonnes on drum.

When driven at 60 bar powered by 2 pumps  
 1st 140 tonnes @ 0 - 28 m/min  
 Mid 77 tonnes @ 0 - 52 m/min  
 Outer 53 tonnes @ 0 - 75 m/min

Dynamic braking:  
 1st 23 to 175 tonnes @ 0 - 72 m/min  
 Mid 13 to 96 tonnes @ 0 - 131 m/min  
 Outer 9 to 66 tonnes @ 0 - 190 m/min

#### Winch emergency release:

Emergency Release Couplings (ERC) installed on all winches to disengage the drums within 3 seconds from the drive units.

### Deck Equipment

1 el-hydr. knuckle boom crane of 120 t/m  
 Lifting capacity SWL 6t/20m, Working radius telescope out 20 m  
 Hoisting speed: 40 m/min.  
 Dynamic Factor: 15%  
 1 x Pennant Winder  
 2 x Chain Roller & Guide 70mm-165mm

2 Rolls Royce Anchor Handling / Cargo Rail cranes w/manipulators  
 3t 10m-14,3m  
 5t 3,2-10m  
 2 x Centering device  
 2 x Stop Pins

### Cargo - Tank Capacities / Pumps

Tank	Pump
Ballast water/drill water 2245 m3	2 x Centrifugal 200 m <sup>3</sup> /hr 90mlc/20mlc
Fresh water (potable) 1326 m3	2 x Two speed 200 m <sup>3</sup> /hr 90mlc/20mlc
Dry bulk (4 Tanks - SG 2,6) 259 m3	1x Duplex 2x25,6 m <sup>3</sup> /min 5,6 bar
Base oil 314 m3	1 x 2-spindle screw 80m <sup>3</sup> /hr 90mlc
Fuel Oil 1661 m3	2 x 2-spindle screw 200 m <sup>3</sup> /hr 90mlc
Liquid mud - SG 2,8 619 m3	2 x Eccentric screw 75m <sup>3</sup> /hr 90mlc
Brine, category B&C -SG 2,5 619 m3*	2-spindle screw 80m <sup>3</sup> /hr 90mlc
ORO 1110 m3	2 x Eccentric screw 75m <sup>3</sup> /hr 90mlc

Portable tank cleaning system for all tanks.

Mud and Brine tanks are laid out for pollution hazard substances according to IMO Resolution MSC.236(82) & IMO Res.A.673(16) All tanks are designed for liquids with flashpoint above 60°C.

The piping are arranged as two systems capable of discharging two types of bulks simultaneously through two separate discharge lines. Mucking ejector for each tanks are fitted.

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### FIFI II Equipment

2 remote operated water monitors FFS 3600 with spray deflector.  
330 degrees Elevation: -80 to +80 degrees

Capacity Water/ Foam 3600m<sup>3</sup>h Throw length/height: >180/110 meters in accordance to FI-FI II class requirements

Front power take off outer engines for driving FiFi II Pumps with means of two step-up gear.

Monitor inlet pressure: approx. 11,5 bar

### DP Interfaces & Position reference systems

3 Gyrocompass Interfaces.  
2 VRU Interfaces.  
3 Wind Sensor Interfaces.  
1 DGPS Interface.  
2 DGPS, 12 channel Seatex 700, Correction signal from Sat system.

Kongsberg Simrad HIPAP 500 system (Compartment for the HPR unit forward stb. in engine room)  
1 Laser Fan Beam. MDL KM CYSCAN with multiple tracking and automatic vertical adjustment.  
1 HPR-interface.

### Various

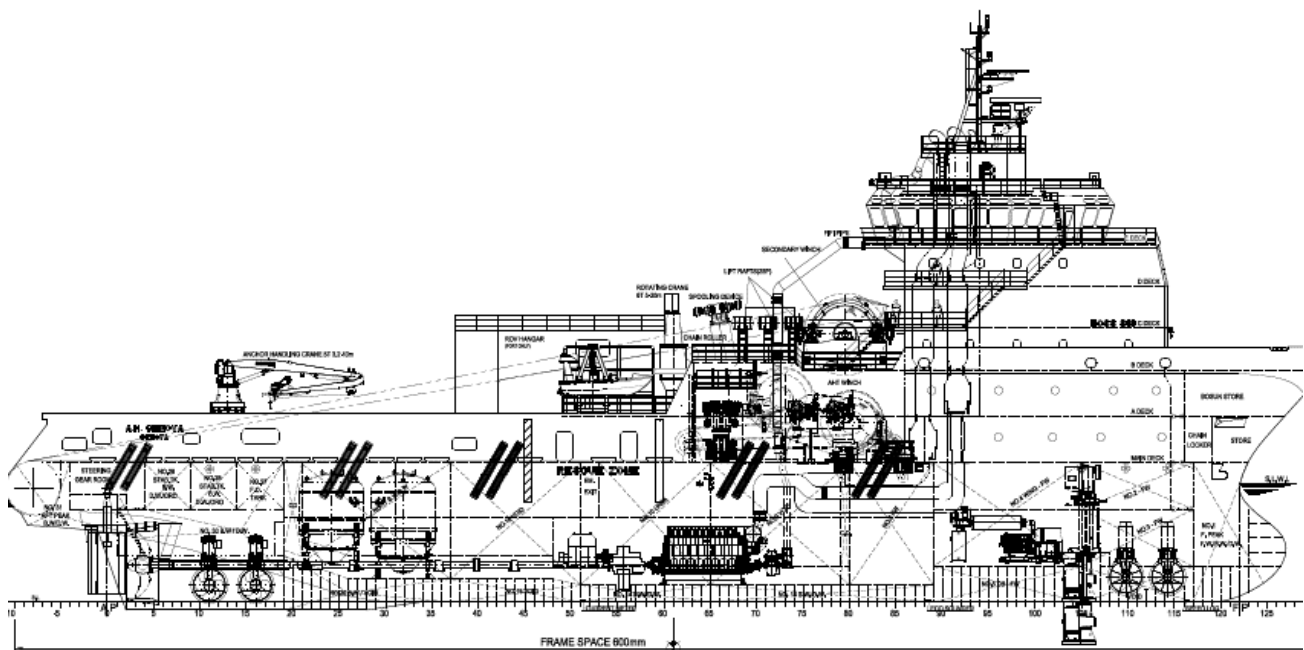
Distilled and make-up water systems Capacity min. 12 t/day with heating

FRC, water jet with inboard diesel engine of 150 Hp

Fittings for the rescue net to be placed on the cargo rail Starboard.

Passive Anti Rolling System

The anti-rolling passive stabilizing system consists of tanks 28 & 29 (DW/ORO) in aft body of the vessel extending from ship's side to ship's side. The tanks are provided with flow-reducing structural elements/arrangements.



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