220ft Offshore Supply Vessel



PRODUCT DESCRIPTION

Year of build: 1999
Length: 220ft / 67.1m
Beam: 46ft / 14m
Draft Min: 9f / 2.74m
Gross Tonnage: 1255GT
Net RT: 376NT
Deadweight: 1656
Flag: US
Certification: USCG Subchapeter L
Classification: ABS Loadline

Main engines: Pair EMD 16-645-E6 3900HP
Generators: Pair Cummins NT855 250KW / 480V / 60hz / 3 phase
Propellers: FPP, 4-blade 96in
Max speed: 12kts 215 gal/hr (814 1/hr)
Cruise speed: 10kts 120 gal/hr (454 1/hr)
Bow Thruster: single SMI FPP Tunnel 755HP
Stern Thruster: single SMI FPP Tunnel 525HP
Rudder: Independent Steering

Deadweight: 1,630LT (1,656MT)
Deck Area: 138ft x 38ft (5,244 ft2) / 42m x 12m (487m2)
Deck Cargo: 1,030LT (1,045MT)
Deck Load Rate: 540 lbs/ft2 (3 MT/m2)
Dry Bulk: 8,135 ft3 (230m3)
System pressure: 80 psi (5.5 bar)
Brine: 3,050 bbl (485m3) Discharge Rate: 1,200 GPM (273 m3/hr)
Liquid Mud: 3,050 bbl (485M3) Discharge Rate: 1,200 GPM (273 m3/hr)

Portable Water: 27,850 gal
Rig fuel: 112,970 gal (428m3) Discharge Rate: 400 GPM (86m3/hr)
Rig water: 1000,250 gal (379m3) Discharge Rate: 400 GPM (91m3/hr)
Cooler Area: 450ft3 (13m3)
Freezer Area: 375ft3 (11m3)
Offshore workers: 14 in addition to crew
Off Ship Firefighting Monitors: 1

Staterooms: 10 for 22 persons, 4 heads, TV Lounge separate from Galley Seating.

Electronics: Beier IVCS 2000, (ABS-DP 1+1), Auto Pilot, C-Nav, CCTV Cameras, Depth Sounder, DGPS, EPIRB, Fandbeam, GMDSS "A3", (2) Gyro Compass, Joystrick Control, Loudhailer, Mag Compass, MAMS/VMS, Navtek, Radar (S-band), SARTs, VHF Radio (handheld), (2) Windbird, X-band Radar

Categories: Supply Boats
Additional Information The vessel has two parts to guarantee to be able to pass the minimum required by the USCG and be able to go sailing and look for a “cheaper” place to complete the work! Part I : Engine room! - electrically check the generators with the main board panel - Contemplate overhauling both generators and recovering the control panel for both generators - verify that both generators operate at 100% (this is the main objective of the ship) - install an autopilot - starter motor for main starboard engine - certification of oil water separator What is working: - both main engines were left operational - the oil was changed (Sept.2024 approx.) - daily tanks cleaned and with about 1,500 U.S gallons of diesel (Feb. 2025) ** to ensure that the boat can go out to sail I think the budget should start here! Estimated: $100k

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Everything else would be on the part of
class and flag as:
- comply with class and request final
inspection before Uscg inspection
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- comply with documentation according to the flag
- comply with LSA / FFE (safety and firefighting equipment) following the fire plan provided by the class
- final certification of firefighting equipment, including the CO2 system to engine room
- rescue boat certification
- other security details on main deck and accommodations according to class recommendation!

Approximately $30k-50k

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