



Platform Supply Vessels - Pacific Guillemot

The G Class vessels are built to Clean design as well as SPS 2008 notation. They have a high cargo carrying capacity of both deck and bulk cargoes; and are designed to support offshore drilling units operating in remote areas. Equipped with an electric power generation plant which powers two highly efficient counter rotating azimuth thrusters and three electric bow thrusters, this Class is able to maintain an enhanced level of station keeping and fuel efficiency. To further enhance this Class of vessels' service offerings the last four of this Class were built to OILREC compliance.

The G Class vessels are:

Pacific Gannet	Pacific Grebe	Pacific Guillemot
Pacific Goldfinch	Pacific Greylag	Pacific Gull
Pacific Gosling	Pacific Griffon	
Pacific Grackle	Pacific Grouse	

Top Features

1. Highly fuel efficient in all operations.
2. Large liquid & dry bulk cargo capacity.
3. Quiet and comfortable accommodation.
4. Excellent station keeping.

Key Specifications

- Free Deck Area - 810 m²
- Brake Horsepower - 6434 bHP
- Deadweight - 4052 t
- Deck Load Capacity - 1750 t



General Information	
Vessel Name	Pacific Guillemot
Built	Japan Marine United Corporation, April 2018
Flag	Singapore
Call Sign	9VUB7
IMO No.	9742871
Classification	
Class Notation	DNV-GL +1A1 Fire fighter(I) Offshore service vessel(Supply) Clean DYNPOS(AUTR) EO OILREC SF SPS
Dimensions	
Length (LOA)	84.65 m
Beam	18.0 m
Summer Draft	6.43 m
Deadweight @ SummerDraft	4052 t
GT	3585
Deck Capacities	
Deck Load Capacity	1750 t
Deck Strength	10 t/m ² (Approx -5 to 25 Frame) 5 t/m ² (Approx 25 to 70 Frame)
Free Deck Area	810 m ²
Length x Width	54 x 15 m
Tank Capacities	
Base Oil	175 m ³ (Dedicated)
NLS	763 m ³ (Multiuse Tanks)
Brine / Mud	See NLS
Drill / Ballast Water	1753 m ³ (Dedicated tanks)
Dry Bulk	319 m ³ (In 5 dedicated tanks)
Fresh Water	684 m ³ (Dedicated tanks)

Fuel Dedicated	See Ship Fuel and Cargo fuel dedicated
Fuel Total	See Ship Fuel and Cargo fuel dedicated
Tank Capacities Details	Refer to Tank Capacities Table
Drilling Brine	See NLS
Oil Recovery	795 m ³ (Multiuse tanks)
Ship Fuel Dedicated	302 m ³ (Dedicated tanks)
Ship Fuel Total	893 m ³ (Multiuse tanks)
Cargo Fuel Dedicated	795 m ³
Cargo Fuel Total	966 m ³ (Multiuse tanks)
Ballast Water	1753 m ³ (Dedicated tanks)
Drill Water	1753 m ³ (Dedicated tanks)
Special Liquids	N/A
Propulsion	
Main Generator	2 x Diesel/Gen approximately, 1720 eKw (2150 kVA) , 690v, 60 Hz each 2 x Diesel/Gen approximately, 680 eKw (850 KVA), 690v, 60 Hz each Total - 6434 bHP
Propulsion Thruster	2 x Azimuth thrusters at 2000 kW
Thruster	3 x Bow tunnel 730 eKw / 979 bHP
Deck Equipment	
Capstans	2 x 10 t pull at approx. 0-20 m/min, 100 m of 18 mm wire
Tugger Winches	2 x Brake capacity @ 20 t Duty drum nominal pull 10 tonnes @ 0-20 m/min
Provision Crane	Working radius Max = 14 m Min = 2.5 m SWL = 5 t
Performance & Economy	
Economical Speed	Approx. 8 m ³ /day @ 10 knots

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DP<20%	Approx. 3 m ³ /day
DP>35%	Approx. 4 m ³ /day
Standby in Field	Approx. 2.5 m ³ /day
Standby in Port	Approx. 1.5 m ³ /day
Note	Performance & Economy figures are given at mean vessel draft of 5.0 m (2200 t deadweight) & Beaufort Scale 2
Dynamic Positioning System	
Type	GE Energy c-Series DPS-21 Duplex DP System
Reference Systems	1 x Fanbeam 2 x Veripos DGPS 1 x Sonardyne Acoustic Positioning System
Motion Reference Units	3 x VRU 2 x Ultrasonic Anemometers 3 x Gyros Compasses
Rescue Boat	
1. 1 x Maritime Partner MP660 Springer, 10 person, SOLAS approved FRB with inboard diesel waterjet	
Accommodation	
Person Capacity	Total 49 15 x 1man cabin (Including Hospital) 13 x 2man cabins 2 x 4man cabins

Tank Capacities Table

G Class Tank Capacities @ 100%								
Tank	Volume	WB/DW	FW	Ship's FO	Cargo FO	NLS	Base Oil	ORO
1 C WB/DW	179.3	179.3						
2P FW	84.4		84.4					
2S FW	84.4		84.4					
3P DB FW	34.8		34.8					
3S DB FW	38.7		38.7					
4P Deep FW	79		79					
4S Deep FW	86.8		86.8					
9P DB WB/DW	32.6	32.6						
9S DB WB/DW	32.8	32.8						
17P FO Settl.	41.6			41.6				
17S FO Settl.	41.6			41.6				
20P FO Day	28.6			28.6				
20S FO Day	28.6			28.6				
21P Wing WB/DW	54	54						
21S Wing WB/DW	54.1	54.1						
22 Anti-Roll WB	97.1	97.1						
23 Anti-Roll WB	108	108						
24P Wing WB/DW	46.7	46.7						
24S Wing WB/DW	46.6	46.6						
25P WB/DW	51.1	51.1						
25C WB/DW	45.7	45.7						
25S WB/DW	51.1	51.1						
26P BO	95.8 (87.8)						95.8 (87.8)	
26S BO	94.9 (86.9)						94.9 (86.9)	
27P NLS/Ship's FO	123.2 (124.1)			123.2 (124.1)		123.2 (124.1)		
27S NLS/Ship's FO	124.1			124.1		124.1		
28P Ship's Fuel	79.7			79.7				
28S Ship's Fuel	81.9			81.9				
34P Wing WB/DW	59.2	59.2						
34S Wing WB/DW	59.2	59.2						
35P DB WB/DW	64.1	64.1						
35S DB WB/DW	64.1	64.1						
35C DB WB/DW	59.9	59.9						
36P NLS/Ship's FO	171.8			171.8		171.8		
36S NLS/Ship's FO	171.8			171.8		171.8		
37P NLS/Cargo FO	85.9				85.9	85.9		
37S NLS/Cargo FO	85.9				85.9	85.9		
38P Wing WB/DW	40.3	40.3						
38S Wing WB/DW	40.3	40.3						
39P DB WB/DW	43.2	43.2						
39S DB WB/DW	43.2	43.2						
42P Cargo FO	132.7				132.7			(132.7)
42S Cargo FO	132.7				132.7			(132.7)
43P Wing WB/DW	30.9	30.9						
43S Wing WB/DW	30.9	30.9						
44P DB WB/DW	35.5	35.5						
44C DB WB/DW	35.7	35.7						
44S DB WB/DW	35.5	35.5						
45P Cargo FO	142.7 (141.4)				142.7 (141.4)			(141.4)
45S Cargo FO	142.7 (141.4)				142.7 (141.4)			(141.4)
46P Wing/DB WB/DW	69.4	69.4						
46C DB WB/DW	47.8	47.8						
46S Wing/DB WB/DW	69.4	69.4						
47P Cargo FO	123.2				123.2			(123.2)
47S Cargo FO	123.2				123.2			(123.2)
48P Wing WB/DW	16.7	16.7						
48S Wing WB/DW	16.7	16.7						
49P FW	109.5		109.5					
49S FW	109.5		109.5					
50P FW	31.1		31.1					
50S FW	25.6		25.6					
51C WB/DW	62.6	62.6						
53C WB/DW	29.5	29.5						
Dedicated Tanks:	@ 100%	1753.2	683.8	302	797.2 (794.6)		190.7 (174.7)	
With Multiuse Tanks:	@ 100%			892.9 (893.8)	969 (966.4)	762.7 (763.6)		(794.6)
		WB/DW	FW	Ship's FO	Cargo FO	NLS	Base Oil	ORO
Bulk Capacity of 318.5 m ³ in five dedicated tanks								
Figures in () denote slight difference in tank capacity for Pacific Griffon, Grouse, Guillemot & Gull which are OIL REC Classed by DNV GL								

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