



GUIDO PERLA & ASSOCIATES, INC.

NAVAL ARCHITECTS

MARINE, MECHANICAL & ELECTRICAL ENGINEERS

Ideas
engineered
into **Reality!**

GPA 462-10 OSRV

Principal Characteristics

GPA delivered:

Basic/Class Design
Detailed/Construction Engineering

Number of Vessels:

2

Owner:

ASTROMARITIMA

Shipyard:

Estaleiro Ilha (EISA)

Type of Vessel:

Oil Spill Response Vessel

www.gpai.com

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MAIN CHARACTERISTICS

Length Overall	64.05 m	(210.14 ft)
Waterline Length	61.61 m	(202.13 ft)
Beam	15.60 m	(51.18 ft)
Hull Depth	6.00 m	(19.69 ft)
Design Draft	3.50 m	(11.48 ft)
Max Draft	4.25 m	(13.94 ft)
Max Navigation Draft	4.64 m	(15.22 ft)
Scantling Draft	5.00 m	(16.40 ft)
Deadweight		1,300 MT
Clear Deck Space	34.16 m x 13.00 m =	
	444.08 m ² (112.07 ft x 42.65 ft =	4,780 ft ²)
Deck Strength		3MT/m ²
Gross Registered Tonnage		TBD
Crew / Passengers		16 / 6

SPEED

Service @ 3.5 m Draft	10 Knots
Speed @ Max Draft	TBD
Speed @ Min Draft	TBD

TANK CAPACITIES

Fuel Oil – Permanent	489 m ³ (3,075 bbl) (129,180 gal)
Fuel Oil – Day Tanks	33 m ³ (208 bbl) (8,717 gal)
Fresh Water	315 m ³ (1,981 bbl) (83,214 gal)
Recovered Oil Tanks	800 m ³ (5,031 bbl) (211,337 gal)

PROPULSION

Total Installed Power	5,100 kW (6,837 HP)
Main Diesel Generators	3 x 1,700 kW (2,279 HP)
Auxiliary Generators	TBD
Main Propulsion	2 x 1,700 kW (2,279 HP)
Bow Tunnel Thrusters	2 x 448 kW (600 HP)

REGISTRATION

Type	Oil Spill Response Vessel
Designer	Guido Perla & Associates, Inc.
Owner	Astromaritima Navegacao S. A.
Builder	Estaleiro Ilha S. A.
Years Built	2010-2011
Flag	Brazil
Classification	ABS, +A1 Oil Recovery Vessel Class 1, +AMS +DPS-1, Fi-Fi 1, Enviro

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Efficient Construction Methods

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CONSTRUCTION METHODS

To meet the increasing demand for oil worldwide, the rapid building of vessels, capable of deepwater offshore operations, is required to replace existing, obsolete offshore vessels. Operators and shipyards benefit from cost-efficient design methods, resulting in custom-built designs that meet specific operational requirements.

GPA's vessel designs are based on efficiency and constructability:

- Efficiency Hulls
- Developable Hull Surfaces (Single Curvature Hulls)
- Transverse Framing
- Flanged Plate Construction

These simplified construction methods, such as single-curvature hulls, transverse framing and flanged plate framing, a combination that is the standard for GPA designs, contribute to decreased construction time and cost. Single-curvature hulls have proven to be extremely efficient during construction and operations. In a variety of applications, but typically for medium to large displacement vessels, a well-designed chined hull form has approximately the same resistance characteristics of an equivalent round bilge hull form.

GPA 462-10 OSRV

Designed to
Meet Petrobras
Requirements



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Optimized
Diesel-Electric
Propulsion
Configuration



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Excellent
Maneuverability
and Reliability



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Large Deck
Space



Ideas
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into Reality!

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