



**GUIDO PERLA & ASSOCIATES, INC.**

NAVAL ARCHITECTS

MARINE, MECHANICAL & ELECTRICAL ENGINEERS

**Ideas**  
engineered  
into **Reality!**

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**GPA 675 PSV**

# Principal Characteristics

## GPA delivered:

Basic/Class Design  
Detailed/Construction Engineering

## Number of Vessels:

2

## Owner:

ASTROMARITIMA

## Shipyard:

Estaleiro Ilha (EISA)

## Type of Vessel:

Platform Support Vessel

[www.gpai.com](http://www.gpai.com)

[gpa@gpai.com](mailto:gpa@gpai.com)

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## MAIN CHARACTERISTICS

Length Overall	76.80 m (251.97 ft)
Waterline Length	75.11 m (246.42 ft)
Beam	19.00 m (62.34 ft)
Depth to Maindeck	7.75 m (25.43 ft)
Design Draft	5.90 m (19.36 ft)
DWT Capacity @ DWL	3100 MT
Clear Deck space	42.4 m x 15.8 m = 670 m <sup>2</sup> (139.10 ft x 51.85 ft = 7,212 ft <sup>2</sup> )
Deck Strength	5 MT/m <sup>2</sup>
Deck Cargo	1,200 MT
Accommodations	22

## SPEED

Cruising Speed @ DWL	13 Knots
Speed @ Max Draft	TBD
Speed @ Min Draft	TBD

## PROPULSION

Total Installed Power	8,720 kW (11,693 HP)
Main Diesel Generators	4 x 2,095 kW (2,809 HP)
Auxiliary Generators	1 x 340 kW (455 HP)
Main Propulsion	2 x 2,500 kW (3,352 HP)
Bow Tunnel Thrusters	2 x 750 kW (1,005 HP)

## TANK CAPACITIES

Potable Water Segregation 1	1,018 m <sup>3</sup> (6,403 bbl) (268,927 gal)
Fuel Oil Segregation 2	869 m <sup>3</sup> (5,466 bbl) (229,565 gal)
Bulk Mud	699 m <sup>3</sup> (4,397 bbl) (184,656 gal)
Ship's Fuel Oil	427 m <sup>3</sup> (2,685 bbl) (112,801 gal)
Ship's Fresh Water	172 m <sup>3</sup> (1,081 bbl) (45,437 gal)
Ballast	1,539 m <sup>3</sup> (9,680 bbl) (406,560 gal)
Ship's Fuel Oil Overflow	55 m <sup>3</sup> (346 bbl) (14,529 gal)
Dirty Oil	13.6 m <sup>3</sup> (85 bbl) (3,592 gal)
Oily Water	13.6 m <sup>3</sup> (85 bbl) (3,592 gal)
Sewage	13.4 m <sup>3</sup> (84 bbl) (3,539 gal)

## REGISTRATION

Type	Platform Support Vessel
Designer	Guido Perla & Associates, Inc.
Owner	Astromaritima Navegacao S. A.
Builder	Estaleiro Ilha S. A.
Year Built	2010-2011
Flag	Brazil
Classification	ABS, +A1 Offshore Support Vessel, E +AMS +DPS-2, +ES

# GPA 675 PSV

# 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 675 PSV

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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



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