



GUIDO PERLA & ASSOCIATES, INC.

NAVAL ARCHITECTS

MARINE, MECHANICAL & ELECTRICAL ENGINEERS

Ideas
engineered
into **Reality!**

GPA 688SC PSV

Principal Characteristics

GPA delivered:

Basic/Class Design

Detailed/Construction Engineering

Number of Vessels:

4

Owner:

STARNAV

Shipyard:

Detroit Brasil Ltda

Type of Vessel:

Platform Support Vessel

www.gpai.com

gpa@gpai.com

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MAIN CHARACTERISTICS

Length Overall 90.00 m (295.28 ft)
Waterline Length 88.20 m (289.37 ft)
Beam 19.00 m (62.34 ft)
Depth to Maindeck 7.75 m (25.43 ft)
Design Draft 6.25 m (20.51 ft)
DWT Capacity @ DWL 4500 MT
Deck Load @ 0.9m ABV DK 1800 MT
Clear Deck Space 53.4m x 15.8m = 844 m²
(175.20 ft x 51.84 ft = 9,084 ft²)
Deck Strength 5MT/m²
Gross Registered Tonnage Approx. 4400
Accommodations 30

SPEED

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

PROPULSION

Total Installed Power 7,555 kW (10,131 HP)
Main Diesel Generators
4 x 1,845 kW (2,474 HP)
Auxiliary Generators 1 x 175 kW (235 HP)
Main Propulsion 2 x 2,500 kW (3,352 HP)
Bow Tunnel Thrusters 2 x 900 kW (1,206 HP)

TANK CAPACITIES

Segregation1 – Oil based mud
1,159 m³ (7,289 bbl) (306,175 gal)
Segregation2 – Oil based mud
290 m³ (1,824 bbl) (76,609 gal)
Segregation3 – Water based mud
590m³ (3,711 bbl) (155,861 gal)
Segregation4 – Brine
1,494 m³ (9,397 bbl) (394,673 gal)
Dry Bulk 340 m³ (2,138 bbl) (89,818 gal)
Fuel Oil 261 m³ (1,641 bbl) (68,948 gal)
Fuel Oil Day 36 m³ (226 bbl) (9,510 gal)
Fresh Water 172 m³ (1,081 bbl) (45,437 gal)
Ballast 2,060 m³ (12,857 bbl) (544,194 gal)
Dirty Oil 13.6 m³ (85 bbl) (3,592 gal)
Oily Water 13.6 m³ (85 bbl) (3,592 gal)
Sewage 13.4 m³ (84 bbl) (3,539 gal)

REGISTRATION

Type Platform Support Vessel
Designer Guido Perla & Associates, Inc.
Owner Starnav Servicos Maritimos Ltda.
Builder Detroit Brazil Ltda.
Years built 2011-2013
Flag Brazil
Classification ABS, +A1
Offshore Support Vessel, E +AMS
+DPS-2, +ACCU

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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.

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Modern Look
Offshore Vessel
Designed to
Meet Petrobras
Requirements



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Large Deck Space and Special Deckhouse Arrangement



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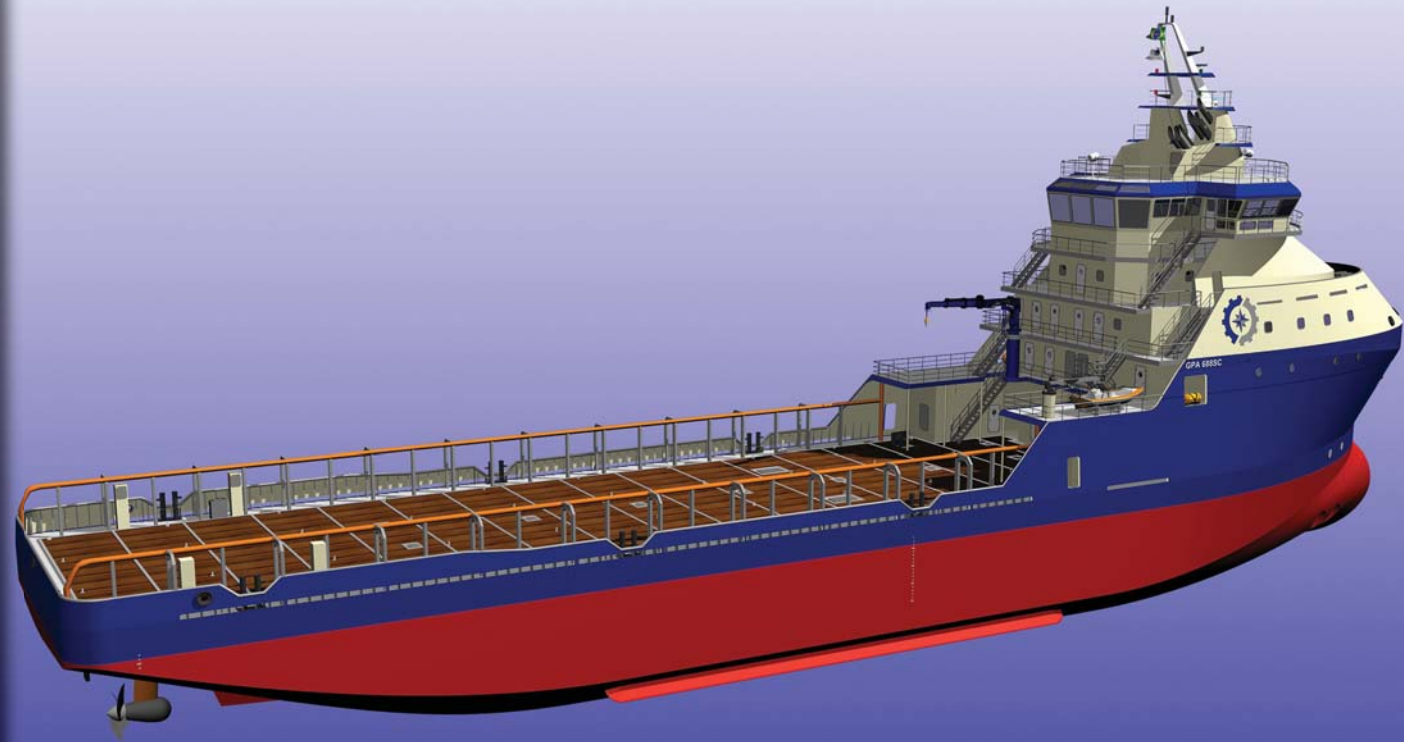
Optimized
Diesel-Electric
Propulsion
Configuration



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Excellent
Maneuverability
and Reliability



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