

'First and Ten'



A sophisticated, upmarket, offshore supply vessel

The appropriately-named 'First and Ten' is the very first of 10 new Guido Perla and Associates (GPA) 654 platform supply vessels (PSV).

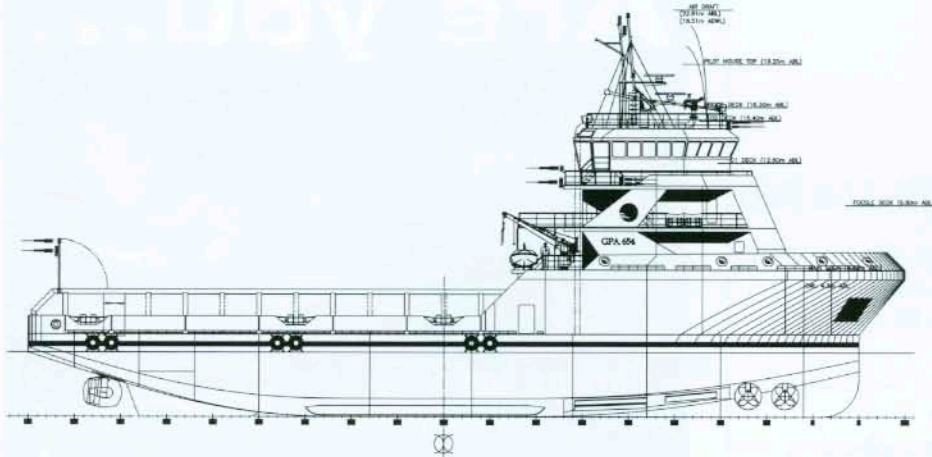
It was delivered in August by Bollinger Shipyards in Louisiana, USA, to its owner, Rigdon Marine. The contract for the 10 PSVs was signed in 2006 and the remaining nine will be delivered through 2007 and 2008, bringing Rigdon's GPA-designed fleet to 20 PSVs (including 10 GPA 640s).

This vessel's diesel electric propulsion systems lend it admirable flexibility, economy and redundancy. At 57.95 metres, the 'First and Ten' is small for a diesel electric vessel (smallest of the GPA PSV series which ranges to 92 metres), and lends impressive weight to the designer's claim to deliver "next-generation" platform supply vessels. It is a purposeful, well-organised and highly refined work boat, reminiscent more of the Norwegian style than the American. The vessel has been chartered by its owner to a major oil company for service in the Gulf of Mexico, operating out of Port Fourchon, Louisiana, USA.

The design's DPSII and Factory Mutual (FM) certifications mean the GPA 654 incorporates greater operating efficiency compared to similar-sized vessels, with increased cargo capacities resulting from relocating propulsion generators to above main deck. The vessel's DPSII certification should also result in improved station keeping at offshore installations, thus significantly increasing crewmember safety and creating full redundancy of major components (ultimately reducing maintenance costs).

Destined to serve deepwater offshore operations, the GPA 654s are capable of carrying 144 cubic metres of bulk material





and 652 cubic metres of liquid mud in an independent and fully-segregated, self-cleaning oval tank system. The design allows them to deliver 100 percent of their mud cargo to an offshore rig while reducing the client's expense of tank cleaning. As a result of the vessel's diesel-electric propulsion configuration, fuel efficiency is increased, thus resulting in cost savings, lower emissions and higher reliability.

As with earlier Guido Perla-designed supply vessels, the diesel electric propulsion power in the 'First and Ten' and its siblings was supplied by Cummins, Louisiana, USA and the diesel electric package consists of two Cummins KTA-50DMI-powered 1,235kW, and one Cummins KTA-19DMI-powered 425kW, main propulsion generators as well as one 6BTA5.9G-85 KW SOLAS emergency standby generator. The 'First and Ten' has two Azimuthing vertical electric drives and one fixed electric L-Drive aft, as well as two large tunnel thrusters forward. The redundancy of propulsion systems on these vessels earns them their DPSII status. They are fully diesel electric with Silicon Controlled Rectified (SCR) DC drives.

A unique feature of the design has the engine room at the first deck level. Not only does this allow for more bulk storage capability under the main deck but it also allows for ease of maintenance and repair by its key vendors. The engines are connected to the vessel management system by means of an Mod Bus arrangement. They tier into a Techsol vessel management system and a Frank L. Bier DP system. Electric Power Design of Houston, USA and Yangzhoa, China provided the entire vessel power management system including all motor control centres, SCR system and the actual drive motors themselves. Karl Senner Inc., also out of Louisiana, USA, supplied the Steerprop steerable propeller system.

Another 22 of the vessels of the same 57.95-metre design are on order by Bourbon Offshore from a Chinese yard. All vendors will remain constant on all 32 vessels to be constructed both in the USA and China.

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'First and Ten' SPECIFICATIONS

Type of vessel:	Offshore Supply Vessel
Class:	ABS A1 AMS DPS-2 Solas
Owner:	Rigdon Marine, USA
Operator:	Rigdon Marine, USA
Designer:	Guido Perla and Associates, USA
Builder:	Bollinger Shipyards, USA
Construction material:	Steel
Length overall:	57.95 metres
Length waterline:	54.9 metres
Beam:	14 metres
Hull depth:	5.5 metres
Draught:	4.3 metres
DW Cap. (maximum draught):	1,689 tonnes
Cargo deck length:	32 metres clear
Cargo deck width:	11.4 metres clear
Deck strength:	5 tonnes / m ²
Deck cargo capacity:	753 tonnes
Tonnage:	Under 1,600 ITC
Operational air draught:	22.81 metres (with fold-down mast)
Main engines:	None due to diesel electric configuration
Propulsion:	2 x 843kW Z-drive 360 degree Azimuthing thruster, Steerprop SP 10D, 1 x 843kW fixed L-drive at CL, Steerprop SP 10
Gearboxes:	None
Generator sets:	2 x 1235kW 480 VAC 60Hz Cummins KTA50, 1 x 435kW 480 VAC 60Hz Cummins KTA19
Side thrusters:	2 x 560kW fixed pitch variable speed thrusters
Auxiliary engine:	1 x 113 kW 480VAC 60Hz Cummins/Onan DGDK
Steering:	2 x Azimuthing Z-drives (see propulsion)
Maximum speed:	13 knots
Liquid mud at 100 percent full:	651.8m ³
Radar:	2 radars with ARPA, with interfaces to gyro and DGPS
Depth sounder:	One
GPS:	2 DGPS navigators
AIS:	System STOMA AIS transponder
Compasses:	Navigation gyro compass
Range:	16,000 Kilometres
Fuel capacity:	9,000 litres
Freshwater capacity:	4,800 litres
Accommodation:	12 berths
Crew:	12