



GPA 254L AHTS Series

Reliability in Adverse Weather Conditions
Exceptional Maneuverability
Environmentally Friendly Operations



BOURBON LIBERTY 200 SERIES

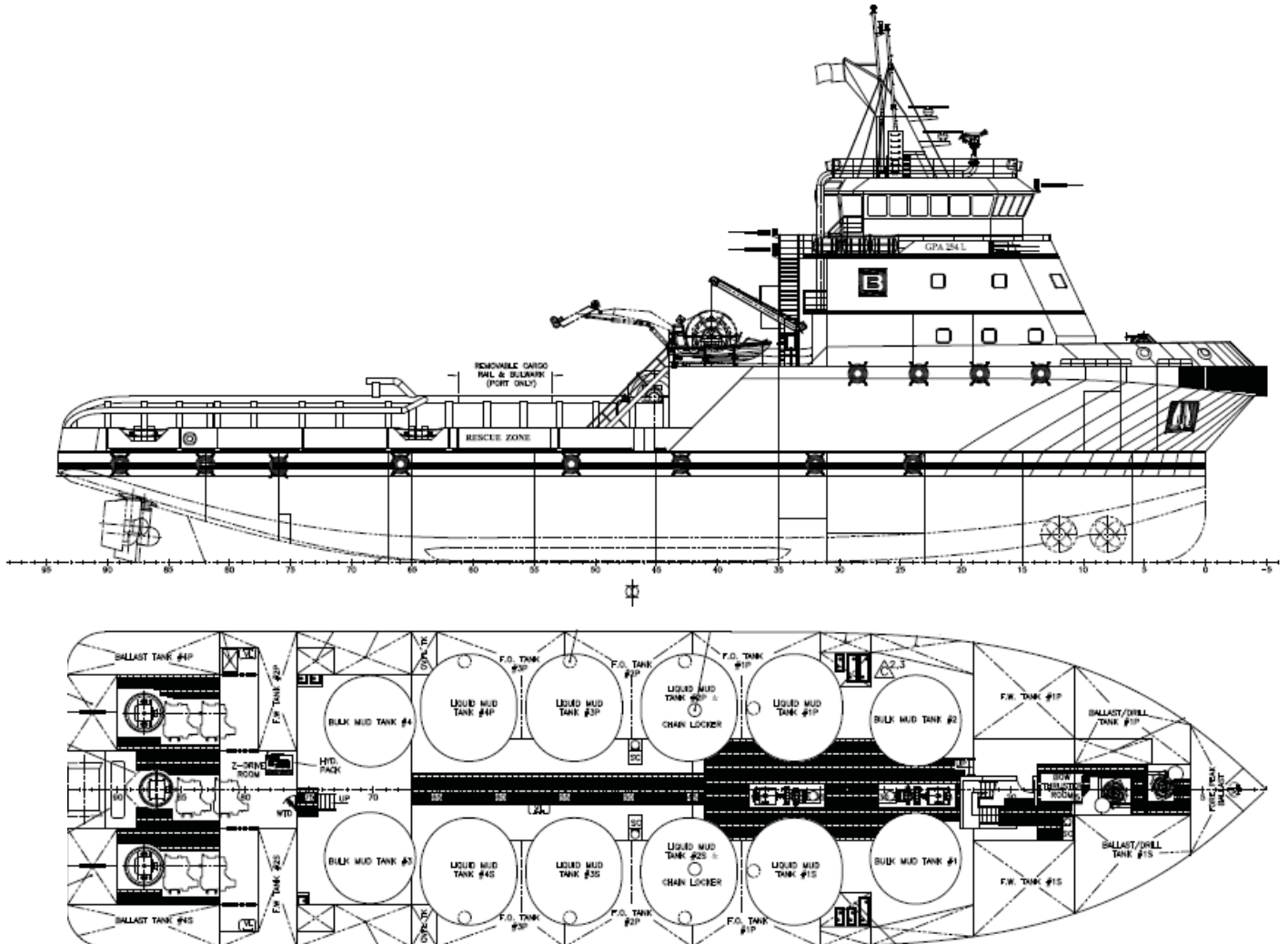
A Modern Diesel-Electric
Anchor Handling Tug Supply
Vessel Equipped with
State-of-the-Art Technology.

Anchor Handling and Towing · 30% Greater Cargo Capacity
Fuel Savings · Reliability in Adverse Weather Conditions
Exceptional Maneuverability · Main Systems Redundancy



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

- Efficiency Hulls
- Developable Hull Surfaces (Single Curvature Hulls)
- Transverse Framing
- Flanged Plate Construction
- Modular Electric Propulsion System by Electronic Power Design (EPD)



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GPA 254L AHTS

A State-of-the-Art Anchor Handling Tug Supply Vessel.

Anchor Handling and Towing

The GPA 254L AHTS is equipped with a Mac-Gregor-Plimsoll double drum winch rated at 150 mt line pull on each drum for towing and anchor handling operations respectively. The vessel is equipped with a 250mt Stern Roller, Shark Jaws for the safe stopping of chains and wires during anchor handling operations, Retractable Towing Pins for centering, controlling and guiding towing line and cables towing operations.

+30% Greater Cargo Capacity

The engine room has been moved to above main deck, a concept pioneered by GPA several years ago. This unique propulsion configuration creates greater cargo capacities below deck as the drive shaft has been eliminated. Compared to traditional AHTS vessels of similar size, the GPA 254L AHTS can therefore carry 30% more cargo.

Fuel Savings

The Diesel-Electric Propulsion system is environmentally friendly by decreasing CO2 emissions by 30% and also offers improved fuel efficiency. Clients benefit from considerable cost savings, as the installation of diesel generators of different output ratings can provide smaller increments of power to best suit a given operational mode. Additional electric consumers can be added to the design, such as additional thrusters or Fi-Fi pumps without adding dedicated diesel engines to drive them.

Reliability and Exceptional Maneuverability in Adverse Conditions

The GPA 254L AHTS is equipped with two azimuthing stern thrusters, one fixed stern thruster and two bow thrusters, which allow exceptional maneuverability and station-keeping capabilities. The Dynamic Positioning system Class II creates dual redundancy on all equipment and enables the vessel to maintain precise position when alongside rigs or platforms to offload cargo, if and when required, even in adverse weather conditions. The station-keeping capability also improves the Anchor Handling process due to less tension on wire, increased safety for the deck crew, precise station-keeping and also allows the vessel to maintain forward position in seaway. This unique propulsion configuration permits the vessel to carry out operations safely and makes vessel more reliable.

Main Systems Redundancy

Three main generators, two azimuthing stern thrusters, one fixed stern thruster, two bow thrusters and Dynamic Positioning Class II.



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GPA 254L AHTS Specifications

MAIN CHARACTERISTICS

Length Overall 59.78 m (196.13 ft)
Length BP 57.34 m (188.12 ft)
Beam 15.00 m (49.21 ft)
Depth 5.50 m (18.04 ft)
Design Draft 4.30 m (14.11 ft)
Maximum Draft 4.88 m (16.01 ft)
Light Draft 2.90 m (9.51 ft)
Operating Displacement
2,700 mt (2,657 lt)
Maximum Displacement
3,150 mt (3,100 lt)
Gross Registered Tonnage Under 1,800

CAPACITIES

Deadweight at Max Draft
1,670 mt (1,841 st)
Cargo Deck Area
24.4m x 12.4m...302.56 m²
(80.05ft x 40.68ft ... 3,256.43ft²)
Deck Cargo 830 mt (915 st)
Fuel Oil Cargo
544 m³ (143,710 gal) (3,422 bbl)
Fuel Oil Day Tank
33 m³ (8,718 gal) (208 bbl)
Bulk Mud
157 m³ (41,475 gal) (988 bbl)
Liquid Mud
632 m³ (166,957 gal) (3,975 bbl)
Drill Water
357 m³ (94,309 gal) (2,245 bbl)
Ballast Water
117 m³ (30,908 gal) (736 bbl)
Fresh Water
355 m³ (93,781 gal) (2,233 bbl)
Foam Tank
14 m³ (3,698 gal) (88 bbl)

DYNAMIC POSITIONING SYSTEM (CLASS II)

ABS classed DPS-2 Redundant Positioning System Comprising:
2 Operating Consoles
1 Computer with Printer
2 Anemometers
2 Gyrocompasses
1 Laser Reference System
2 DGPS
2 Vertical Reference Units
1 Independent Joysticks

PERFORMANCE

Speed (@ Design Draft) 12 knots
Fuel Consumption at 4.3 m Draft
Cruising Speed TBD
Economical Speed TBD

PROPULSION - MACHINERY

Total Installed Power
5,475kW (7,340 Hp)
Main Diesel Generators
3 x 1,825 kW (2,447 Hp)
QSK60 -D(M)
Emergency Generator
1 x 170 kW (228 Hp)
Main Propulsion
2 x 1,685 kW (2,259 Hp)
Azimuthing Z-Drives
Steerprop SP 200
1 x 1,685 kW (2,259 Hp)
Fixed Z-Drive
Bow Tunnel Thrusters
2x 560 kW (751 Hp)
Berg BFTT-316

CARGO DISCHARGE

Fuel Oil 150 m³/hr (660 gpm)
Rig Fresh Water 150 m³/hr (660 gpm)
Liquid Mud (LM) 150 m³/hr (660 gpm)
LM Tank Cleaning System TBD
Bulk Material (BM) 50 mt/hr (55 st /hr)

DECK EQUIPMENT

Rescue Boat 1 x SOLAS
Deck Cargo Crane
2 mt @ 6.5 m (2.2 st @ 21.3 ft)
Tow Winch:
Double Drum 150 mt Line Pull
Stern Roller 250 mt SWL
Storage Reel:
1,500 m x 57 mm (4,921 ft x 0.18 ft)
Diameter Wire
Shark Jaw 250 mt (276 st) SWL
Anchor Windlass 1
Fire Fighting System Class I
2 pumps @ 6,600 gal/min (1,500 m³/hr) each
2 monitors @ 5,283 gal/min (1,200 m³/hr) each

CONTROL & SAFETY

Fully integrated DP / control dual redundant system
Alarm, monitoring and control system for periodically unattended machinery space
Remote control and monitoring of bulk mud cargo system

ELECTRONICS

1 Joystick System for DPS-2 system
2 Radars with ARPA
3 Navigation Gyro Compasses
1 Depth Sounder
1 Autopilot
1 Speed Log
1 Immarsat B or F77 providing phone, fax, E-mail
1 Iridium
1 mini M
1 EPIRB (2 radar transponders)
1 GPS
1 UHF, 2 VHF (bridge to bridge)
1 Radio System compliant with GMDSS A3 rules

ACCOMMODATION

Fully air-conditioned
Accommodations for 22 people composed of:
4 x 1 man cabins
5 x 2 man cabins
2 x 4 man cabins
Galley, 1 Day Room, 1 Smoking Day Room, Mess Room
1 Client Office, Stores

REGISTRATION

Type:
Anchor Handling Tug Supply Vessel
Designer:
Guido Perla & Associates, Inc.
Classifications: ABS, DPS-2, SOLAS
FFV1 AMS AH
Towing Vessel
Offshore Support Vessel

NOTICE: The data contained herein is provided to allow users to determine the suitability of the subject equipment. Data may vary from the current condition of equipment which can only be determined by physical inspection. Company has exercised due diligence to ensure that the data contained herein is reasonably accurate. However, Company does not warrant the accuracy or completeness of the data. In no event shall Company be liable for any damages whatsoever arising out of the use of the data contained herein.



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GPA 254L AHTS 54 Vessels for Bourbon Offshore

In 2008, the first of 54 GPA 254L AHTS vessels was delivered at Dayang Shipyard for Bourbon Offshore.





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