



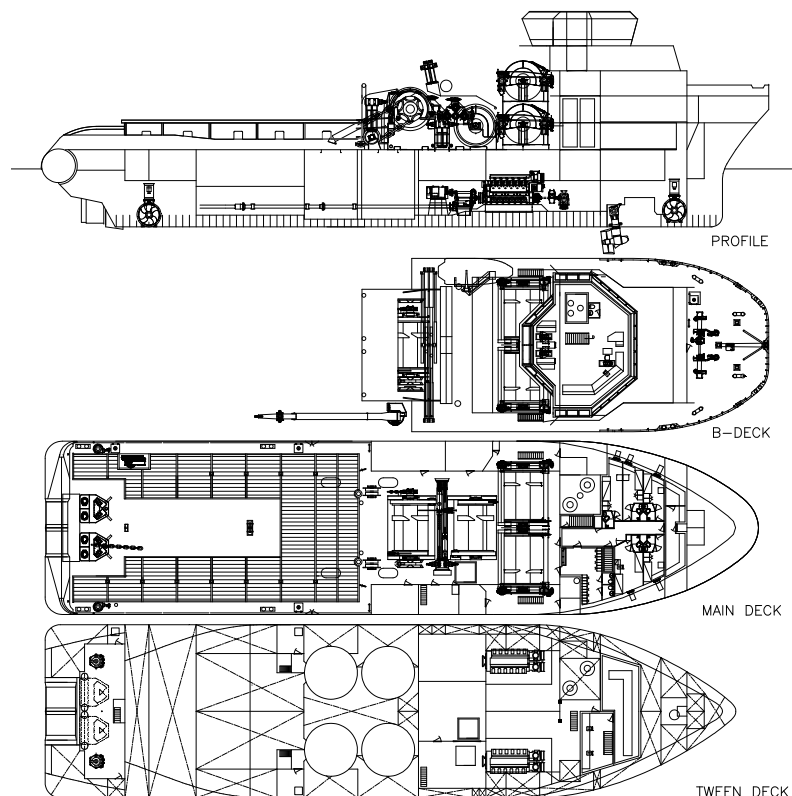
GEONISIO BARROSO

DP 1 Anchor handling tug supply vessel
153.9 Metric ton bollard pull
350 Metric ton line pull winch



This UT 722 Anchor handling tug supply vessel has been designed by Rolls Royce Marine.

The vessel is fitted with storage capacities for recovered oil, class DP1 system and Fi-Fi 2 system. The vessel is equipped for deep-water anchor-handling and towing with 6 working drums, consisting of 2 drums on the main winch and 4 drums on the secondary winch.



ANCHOR HANDLING TUG SUPPLY VESSEL

REGISTRATION

Vessel Name: **GEONISIO BARROSO**
Type: **DP1, UT 722 - (Petrobras AHTS 12000).**
Year: **2004 / Flag: Brazilian**
Owner: **Bourbon Offshore Maritima**

Builder: **FELS SETAL (BRAZIL).**
Class: **BV. Class 1, ☒ Hull, Mach, Tug- Supply Vessel, Fire-fighting ship, Oil recovery ship, Anchor Handling, Oil product, Unrestricted navigation, AUT-UMS, ☒ MON-SHAFT, ☒ DYNAPOS.**

Updated: 03-09-2013



MAIN PARTICULARS

DIMENSIONS

Length overall:	75.60 m
Breadth moulded:	18.00 m
Depth:	8.00 m
Draft:	6.60 m
Deadweight:	2,240 t
Bollard pull: (continuous):	153.9 t
Gross tonnage:	3,360

CAPACITIES

Deck area: (5.0 t/m ²):	(15.20 x 30.20 m) 459 m ²
Deck cargo:	800 t
Cargo chain lockers: (comprising 4 of circular lockers):	560 m ³
Fuel oil cargo:	810 m ³
Fuel oil domestic:	130 m ³
Oil recovery:	1,150 m ³
Fresh water:	830 m ³

DELIVERY RATES

Fuel oil:	250 m ³ /h at 9.3 bars
Ballast/ Drill water:	250 m ³ /h at 9.3 bars
Fresh water:	100 m ³ /h at 9 bars
Oil recovery :	250 m ³ /h at 9.3 bars

ACCOMMODATIONS

Accommodations for:	30 pers
Single cabins:	6
2 man cabins:	12
Hospital:	1
1 mess room, 2 day rooms, laundry, galley, provision room, stores, 2 offices, change room.	

MACHINERY / PERFORMANCE

PROPULSION - MACHINERY

Main engines:	2 x 5,300 kW
Reduction:	2 gear boxes, 750/160 rpm, 2 PTO
Main propellers:	2 CCP type
Bow tunnel thruster:	1 x 883 KW
Bow azimuth thruster:	1 x 1,120 KW
Stern tunnel thruster:	1 x 883 KW
Rudders:	2 independent flap rudders
Shaft generators:	2 x 2,800 kVA
Auxiliary generators:	2 x 390 kVA
Emergency generator:	1x 106 kVA

PERFORMANCE/ CONSUMPTION

Maximum speed (100% MCR):	40 t/day at 16 knots
Service speed (80%):	30 t/day at 13 knots
Port consumption:	3 t/day

EQUIPMENT & ELECTRONICS

DECK EQUIPMENT

Main winch: 1 waterfall type Brattvaag BSL 350W/SL 350W, low pressure hydraulic with 2 drums each specified as follows:

- Drums: 1.50 m diam. x 3.10 m length +1.10 m socket compartment
- Wire capacity: 5,072 m of 3"
- Gypsies: 2x 3" and 2x 3^{3/4}"
- Dynamic braking on first layer: 400 t SWL
- Hoisting on first layer: 350 t at 0-10,5 m/min. 64 t at 0-24 m/min.

Secondary winch: 1 Brattvaag ALM 63125U with 4 drums, each specified as follows:

- Drums: 1.50 m diam. x 3.50 m length + 1.10 m socket compartment
- Wire capacity: 800 m of 8"
- Dynamic braking on first layer: 155 t SWL
- Hoisting on first layer: 125 t at 0-14 m/min.

Windlass: x1
Tugger winches: 2x 15 t at 0-21 m/min.
Capstans: 2x 11 t at 0-17 m/min.
Twin stern rollers: 3.50 diam. x (3.00+3.00 m) length 500 t SWL
Deck/chain handling support crane: 3.3 t at 8 m
Deck-provision hydraulic crane: 5 t at 16 m
Stabilizing equipment: Passive Roll Reduction System

SAFETY EQUIPMENT

Life boat: 1 MOB boat with davit, life rafts with equipment
Fire-Fighting II: 2 pumps 3,600 m³/h & 2 monitors 3,600 m³/h each

ELECTRONICS

NAVIGATION

2 radars,
1 gyrocompass system with repeaters,
1 echo sounder,
1 speed log,
1 autopilot,
1 GPS,
1 DGPS (to DP application),
1 GLONASS (to DP application),

COMMUNICATION

1 radio system compliant with GMDSS A3 rules + VHF,
2 Inmarsat C, 1 mini M, 1 Vsat,
Telex over SSB,
Globalstar communication system (data/e-mail/voice),
1 weather fax.

DYNAMIC POSITIONING SYSTEM

1 DP system (class I) comprising the following position reference systems:

- 1 DGNSS (combined GLONASS and DGPS),
- 1 FANBEAM.

1 Joystick system with control panel and portable control panel.

ALARM & MONITORING SYSTEM

1 UMAS V system control: Main engines, propellers system,
- bilge system, cooling system, fuel system.

All particulars believed to be correct but not guaranteed