



# BOURBON MONSOON

DP2 Diesel Electric Platform Support Vessel  
4,720 t deadweight

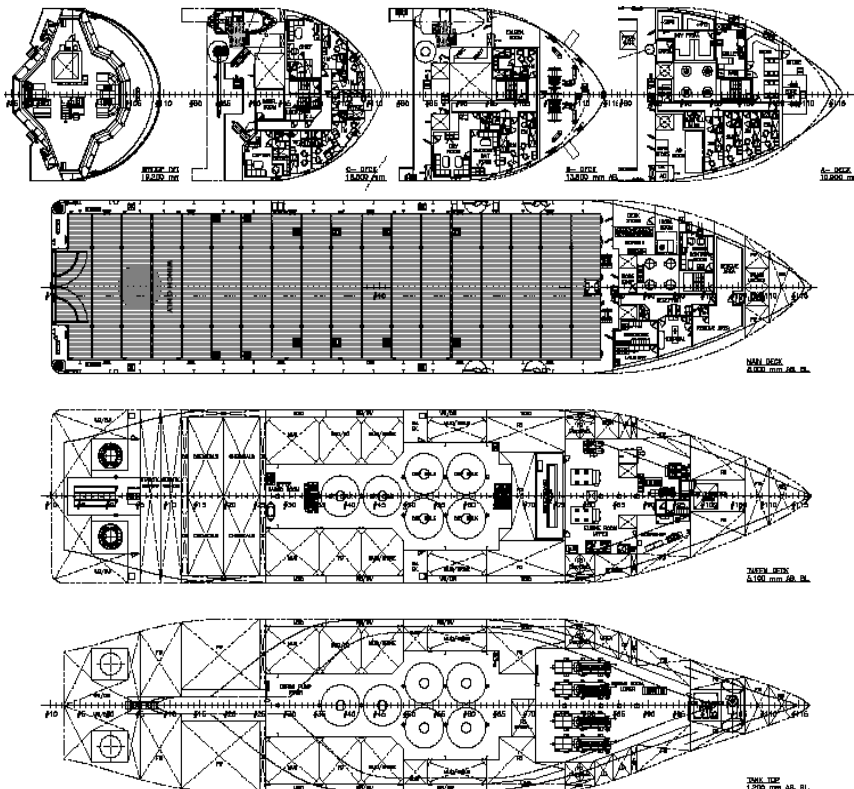


This ULSTEIN PX 105 is a large and reliable platform for transport of bulk and general cargo to offshore installations, designed to meet the future demands of the offshore industry.

She is arranged for oil recovery operations and satisfies the clean design class requirements.

This vessel with ULSTEIN X-BOW, surpasses industry standards with regard to cargo capacities and performance, and fully complies with requirements for energy efficiency and conservation.

The fully capable dynamic positioning class II gives her an exceptional maneuverability.



PLATFORM SUPPLY VESSEL

## REGISTRATION

Vessel Name: **BOURBON MONSOON**

Type: **PSV**

Year: **2007**

Flag: **Norwegian**

Owner: **Bourbon Offshore Norway**

Builder: **Ulstein Verft AS (Norway)**

Class: **DNV + 1A1, SF, EO, DYNPOS-AUTR, CLEAN DESIGN, COMF-V(3), LFL\*, ICE C, DK(+), HL(+), NAUT-OSV (LOC).**

Standby vessel 250 persons according to NMD regulation.

Updated: 26-10-2015



# TECHNICAL SPECIFICATIONS

## PSV – BOURBON MONSOON



### • MAIN PARTICULARS

#### DIMENSIONS

Length overall:	88.80 m
Breadth moulded:	19.00 m
Depth:	8.00 m
Max Draft:	6.60 m
Deadweight:	4,779 mt
Gross tonnage:	3,867
Net tonnage:	1,160

#### CAPACITIES

Cargo deck area:	(62,30m x16,10/ 12.9m ) 985 m2
Deck load: (10 mt/m2 & 23 mt/m2 axle load)	3,000 mt
Fuel oil:	903 m3
Fresh water:	1,007 m3
Drill/Water ballast:	2,470 m3
Dry Bulk: (6 tanks)	440 m3
Brine:	418 m3
Methanol:	145.5 m3
Base oil:	203 m3
Liquid mud:	703 m3
Special product:	146 m3

#### DELIVERY RATES

Fuel oil:	2x 150 m3/h at 9 bar
Fresh water:	1x 150 m3/h at 9 bar
Water ballast:	2x 150 m3/h at 9 bar
Drill water:	1x 150 m3/h at 9 bar
Dry bulk:	2 compressors rated for 30.5 m3/h each at 6.5 bar
Brine:	2x 150 m3/h at 22.5 bar
Methanol:	1x 75 m3/h at 7.2 bar
Base oil:	2x 100 m3/h at 9 bar
Liquid mud:	4x 100 m3/h at 24 bar
Special product:	1x 75 m3/h at 7.2 bar

#### ACCOMMODATIONS

Accommodations for:	23 pers.
Single cabins:	7
2 man cabins:	6
4 man cabins:	1
2 Day rooms, Mess room, Offices, Galley, dry provisions, cooler & freezer room, stores. Reception, rescue area for 250 pers, hospital, morgue. Separate engine control room on main deck. Fully air-conditioned.	

### • MACHINERY / PERFORMANCE

#### PROPULSION - MACHINERY

Main Diesel generators engines:	4 x 1,665 kW
Main propulsion: Twin propeller azimuth thrusters	2 x 2,750 kW
Bow tunnel thrusters:	1,200 kW
Bow retractable azimuth thruster:	1x 850 kW
Harbour generator:	340 kW
Emergency generator:	160 kW

#### SPEED / CONSUMPTION

Maximum speed (100%):	15.5 knots
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### • EQUIPMENT & ELECTRONICS

#### DECK EQUIPMENT

Tuggers:	2 x 10 mt pull
Double windlass/mooring winch:	10/15 mt pull
Capstans aft:	2x 10 mt pull
Two roll reduction tanks.	
One telescopic boom crane:	2 mt @17 m

#### SAFETY EQUIPMENT

Alarm, monitoring and control system for periodically unattended machinery space.
Life saving arrangement.
1 fast rescue boat (for 10 pers) with davit.
Medical package for 250 survivors.

#### ELECTRONICS

##### - NAVIGATION

2 radars with ARPA, 2 radars transponders, 2 gyrocompasses, 1 echo sounder, 1 speed log, 1 autopilot, ECDIS, Conning station, VDR, AIS.
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##### - COMMUNICATION

1 radio system compliant with GMDSS A3 rules. 1 Inmarsat, Vsat.
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#### DYNAMIC POSITIONING SYSTEM

Type:	Class DP2
2 operating consoles, 2 DGPS, 1 laser reference unit, Radius, 1 independent joystic system, Sensors and monitoring as per class II requirements.	

*All particulars believed to be correct but not guaranteed*

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