



BAHTERA TEGUH

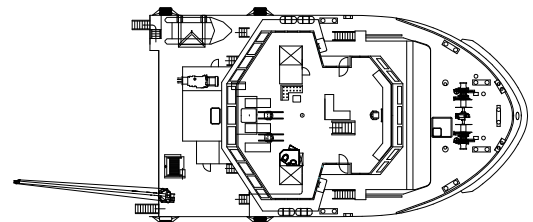
DP 1 Anchor handling tug supply vessel
86 Metric ton bollard pull
160 Metric ton line pull winch



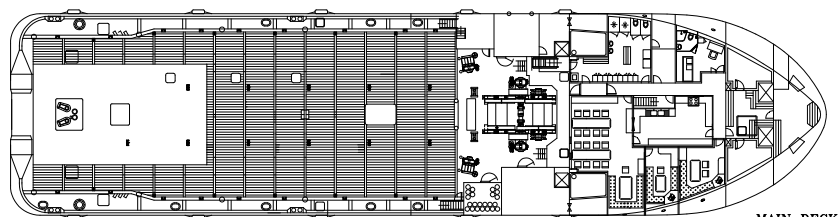
This anchor handling tug supply vessel has been designed by CONAN WU to carry out general services for the offshore industry. It is fitted with a class DP1 system, Fi-Fi I system, and easy to upgrade for standby/service duties.

It is equipped with a waterfall double drum winch with large capacity suitable for towing, anchor handling and offshore terminal operations.

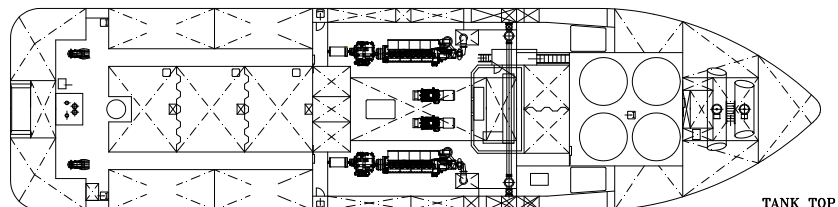
« Photo: BOURBON THERA Sistership of BAHTERA TEGUH »



FORECASTLE DECK



MAIN DECK



TANK TOP

ANCHOR HANDLING TUG SUPPLY VESSEL

REGISTRATION

Vessel Name: **BAHTERA TEGUH**

Type: **AHTS vessel CONAN WU Design**

Year: **2007**

Flag: **Labuan, Malaysia**

Owner: **Bourbon Offshore Asia**

Builder: **Dayang Shipyard - China.**

Class: **BV. Class 1, + Hull, + Mach, Tug, Supply Vessel, Unrestricted navigation, Fire Fighting Ship I Water spray, DYNAPOS AM/AT (Class 1), + AUT-UMS.**

Optional: **Special Service/Stand by Rescue Vessel.**

Updated: 18-11-2013





MAIN PARTICULARS

DIMENSIONS

Length overall:64.80 m
 Breadth moulded:16.00 m
 Depth:5.80 m
 Draft:4.90 m
 Deadweight: (at max draft)1,611 t
 Bollard pull:86 t
 Gross / Net tonnage:2,014 / 604

CAPACITIES

Deck area: (5.0 t/m2)(33 x 13 m) 420 m2
 Deck cargo:800 t
 Fuel oil:607 m3
 Drill water:464 m3
 Fresh water:446 m3
 Liquid mud / Brine:392 m3
 Dry bulk/Cement: (4 tanks).....170 m3
 Chain locker / Brine / Mud:112 m3
 Dispersant:20 m3
 Foam:18 m3

DELIVERY RATES

Fuel oil:.....120 m3/h at 7 bars
 Drill water:.....120 m3/h at 7 bars
 Fresh water:.....120 m3/h at 7 bars
 Liquid mud:.....2 x 75 m3/h at 7 bars
 Dry Bulk/Cement:.....2 x 20 m3/min at 5.6 bars

ACCOMMODATIONS

Accommodations for:.....28 pers
 Single cabins:.....6
 2 man cabins:.....5
 4 man cabins:.....3
 Hospital:.....1
 2 mess / day rooms, laundry, galley, stores, office, provision rooms
 Fully air conditioned.

MACHINERY / PERFORMANCE

PROPULSION - MACHINERY

Main engines: (MAK).....2 x 2,640 kW
 Propellers:2 type CP, diam: 2,900 mm in nozzles
 Bow thrusters:2 x 500 kW
 Stern thruster:500 kW
 Shaft generators:2 x 1,600 kVA
 Auxiliary generators:2 x 440 kVA
 Emergency generator:110 kVA

SPEED / CONSUMPTION

Maximum speed (100%):.....30 m3/day at 14 knots
 Service speed (80%):.....25 m3/day at 12 knots
 Economic speed (50%):.....15 m3/day at 9 knots

EQUIPMENT & ELECTRONICS

DECK EQUIPMENT

Main winch:1 Electro-Hydraulic low pressure winch
 Composed of 2 Declutchable drums in Waterfall arrangement each equipped with:
 Drum size:900/2,090 mm x 1,800 mm length
 Drum capacity:1,500 m of 2" ¼ steel wire rope
 Rated pull:160 t on first layer at 0-8.4 m /min
 Brake holding load:250 t on first layer
 Combined spooling device for both drums.
 2 cable lifters 3" and 2" ½.
 Windlass:1 combined mooring and windlass winch
 Storage reel: ..1 electro-hydraulic with 1 drum/1,500m of 2" ¼ wire
 - Drum size:800 / 2,200 mm diam x 1,500 mm length
 - Pull at 1 st layer:12t at 0-18 m/min
 Stern roller:diam; 1,500 mm, length; 4,000 mm. 250 mt SWL
 Towing pins:1 pair of vertical / retractable. 200 t SWL
 Shark jaws:2 of 250 t SWL
 Tuggers:2 x 11 t at 25 m/min
 Capstans:2 x 10 t at 14 m/min
 Deck provisions crane:1.7 t at 14 m

DYNAMIC POSITIONING SYSTEM (DP1)

Type:Class DP1
 - Sensors and monitoring as per class I requirements.

ELECTRONICS

NAVIGATION

2 radars
 1 gyrocompass
 1 magnetic compass
 1 digital echo-sounder
 1 speed log
 1 autopilot system
 1 GPS

COMMUNICATION

1 radio system compliant with GMDSS A3 including:
 1 SSB Duplex DSC
 2 INMARSAT C
 2 VHF, EPIRB, SART, NAVTEX
 1 Iridium system, 1 INMARSAT F
 Automatic exchange telephone system with facilities in each room

SPECIAL EQUIPMENT

Fire-Fighting (Fi-Fi 1) 2,400m3/h:2 pumps 1,500 m3/h each (with foam capacity: 300 m3/h) ...2 water monitors of 1,200 m3/h Deluge system.

Life saving equipment, MOB boat (rescue boat) with davit.
 Standby Rescue Equipment for 150 survivors: (optional).

Pushing rubber bow fender.

All particulars believed to be correct but not guaranteed