DAMEN PSV 3300
▪ Medium-size Platform Supply Vessel
▪ Dedicated for transport of goods to and from offshore location
▪ Suitable for world-wide operations
▪ Fitted with fire-fighting 1
▪ DP-2
▪ Prepared for Oil Recovery
▪ Options possible for additional offshore support duties:
  ▪ Extra accommodation
  ▪ ROV support Walk-2-work
  ▪ Drill cuttings handling
  ▪ Crane ops
<table>
<thead>
<tr>
<th>Property</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>80 m</td>
</tr>
<tr>
<td>Beam</td>
<td>16.2 m</td>
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<tr>
<td>Maximum draught</td>
<td>6.15 m</td>
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<tr>
<td>Maximum deadweight</td>
<td>3480 ton</td>
</tr>
<tr>
<td>Deadweight at 5.5m draught</td>
<td>2200 ton</td>
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<tr>
<td>Gross tonnage</td>
<td>3050 GT</td>
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<td>Class notation</td>
<td>+100 A1 Offshore Supply Ship, SG 2.8 (MUD tanks), WDL (5 t/m²), EP (IHM, OW, P), +LMC, UMS, DP(AA), CAC3, *IWS, IBS, Fifi 1 with waterspray</td>
</tr>
</tbody>
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Descriptive notes:

- Green Passport
- Prepared for Oil Recovery
Fuel oil service 400 m³
Fuel oil / base oil cargo 895 m³
Liquid mud / brine cargo 865 m³
Potable water 800 m³
Dry bulk 250 m³
Ballast / drill water 1460 m³
Clear deck area 720 m²
Total deck load 1450 ton
Max. local deck load 5 t/m²
Discharge manifolds PS+SB midship PS+SB aftship
Combined cargo tanks can be fully segregated by means of Seut blind-flange valves:

- Maximum flexibility
- Minimum risk of contamination
- Minimum time needed to change tank configuration
MUD SYSTEMS

For proper transport of liquid mud cargo the following features are provided:

- Two eccentric screw pumps
- Tanks with sloped bottom, smooth inner surfaces and minimum obstructions inside
- 12 kW agitator in each mud tank
- Hot water tank cleaning system with fixed installed butterworth tank cleaning machine in each mud tank
- Coarse loading filter with by-pass possibility
For proper control of cargo systems, a Høglund automation system is provided. The system is:

- Intuitive to operate
- Robust and low maintenance
- Operable from multiple locations in the vessel
The PSV 3300 is designed for efficient operation with low fuel oil consumption:

- Hull shape is more slender and slightly longer than comparable vessels of similar capacities.
- Hull shape is optimized by means of CFD calculations and model tests.
- Power generation and propulsion system ensures low energy losses.
- Selection of diesel generators provides high flexibility so that the crew can always ensure that engines are loaded efficiently.
- Waste heat recovery system ensures that hardly any extra fuel is burned for heating purposes.
- At maximum speed the total fuel oil consumption is approx. 780 kg/hr; including consumption for auxiliary and hotel.
- At 12 kn, the total fuel oil consumption is approx. 570 kg/hr.
- All fuel oil tanks are protected from the side shell, to prevent oil outflow in case of hull damage.
Power is generated by Caterpillar main generator engines:

- 2x 3512C, each delivering 1360 ekW
- 2x C32, each delivering 940 ekW
- Power supply is 3x 690V, 60 Hz
- Shore power supply is possible via a 440V / 200 A cable connection
- Emergency generator is capable to operate as harbor generator; delivering 238 ekW
- Power distribution is via a robust, redundant 2-split main switchboard
Propulsion and maneuvering is provided by Schottel thrusters:

- 2x azimuthing thrusters with fixed pitch propellers and nozzle, RPM controlled, each delivering 1500 bkW
- 2x tunnel thrusters, fixed pitch propellers, RPM controlled, each delivering 735 bkW
Wheelhouse design and layout provided with:

- Provided with integrated bridge to enhance ergonomic and intuitive operation
- Wide lines of sight with all-round view
- Forward console for transit navigation
- Aft console for station keeping and cargo handling
- Bridge wing consoles for harbor operations