



Anchor Handling Tug Supply Vessels - Pacific Dispatch

Built to Clean Class Design, Dynamic Positioning (DP AUTR), SPS 2008, Ice C notation and equipped with a 500/400-tonne anchor handling, towing and secondary RRM Brattvaag winches, Anchor Recovery Frame (ARF), Safe Working Deck AH Cranes and enhanced station-keeping with an independent drop-down Azimuth Thruster, the D Class vessels are powered to safely support the latest generation semi-submersible rigs operating in harsh deep water environments. These vessels have sufficient cargo capacity and clear deck space for a wide range of offshore applications including but not limited to ROV mezzanine installations for ROV work, and oversize offshore equipment. The large chain carrying capabilities and winch configuration allows for a range of wire configurations to complement their ability to conduct complex composite mooring system installations that may be found on subsea mooring and pre-lay systems in the offshore sector.

The D Class vessels are:

| | |
|-------------------|-----------------|
| Pacific Defiance | Pacific Dolphin |
| Pacific Diligence | Pacific Dove |
| Pacific Discovery | Pacific Dragon |
| Pacific Dispatch | Pacific Duchess |

| Top Features | | Key Specifications | |
|--------------|---|--------------------|-------------------------------------|
| 1. | Ready for installation of ROV in dedicated hangar | • | Bollard Pull - 221.5 t |
| 2. | 300-tonne anchor recovery frame for torpedo anchors | • | Free Deck Area - 648 m ² |
| 3. | Low fuel consumption on field standby | • | Brake Horsepower - 17614 bHP |
| 4. | High speed & capacity winch system | • | Winch Line Pull - 500 t |

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Rev 5.0 10/06/2020



| General Information | |
|--------------------------|--|
| Vessel Name | Pacific Dispatch |
| Built | ST Marine, Singapore, June 2014 |
| Flag | Singapore |
| Call Sign | 9VFW6 |
| IMO No. | 9456214 |
| Classification | |
| Class Notation | DNV-GL +1A Fire fighter(I) Offshore service vessel(Anchor handling, Towing) Clean DYNPOS(AUTR) EO Ice(C) SPS |
| Dimensions | |
| Length (LOA) | 92.0 m |
| Beam | 22.0 m |
| Summer Draft | 7.5 m |
| Deadweight @ SummerDraft | 4542.84 t |
| GT | 6641 |
| Deck Capacities | |
| Deck Load Capacity | 1500 t |
| Deck Strength | 10 t/m ² |
| Free Deck Area | 648 m ² |
| Length x Width | 36 x 18 m |
| Tank Capacities | |
| Base Oil | 454 m ³ |
| Brine / Mud | 860 m ³ (reflects 90% filling level of the tanks) |
| Drill / Ballast Water | 2965 m ³ |
| Dry Bulk | 236 m ³ (8334 cubic feet) (in 4 tanks) |
| Fresh Water | 1355 m ³ |
| Fuel Dedicated | 1172 m ³ |

| Fuel Total | 1940 m ³ (including combination BO, Mud tanks) |
|---------------------------|---|
| Tank Capacities Details | Refer to Tank Capacities Table |
| Propulsion / Bollard Pull | |
| Main Engines | 4 x MAN 9L-27/38 each 3285 kW = 13140 kW (17614 bHP) 2 x MAN CPP propellers in KORT nozzles, with Hi-lift flap rudders |
| Thrusters | 2 x bow tunnel 883 kW / 1184 bHP 2 x stern tunnel 883 kW / 1184 bHP 1 x azimuth 883 kW / 1184 bHP |
| Bollard Pull | 221.5 t at 100% MCR 230 t with independent driven azimuth thruster |
| Deck Equipment | |
| AH / Towing Winch | 2 x 400 t RRM Brattvaag waterfall type - 20 m/min 1st layer Wire capacity of: 1 x 3200 m 76 mm dia 1 x 4100 m 76 mm dia |
| Special Handling Winch | 1 x 500 t RRM Brattvaag waterfall type - 15 m/min 1st layer Capacity of: 1 x 13600 m 76 mm dia wire or 1 x 1900 m 203 mm (8") dia rope |
| Secondary Winch | 2 x 170 t RRM Brattvaag - 24 m/min 1st layer Rope capacity of: 2 x 2500 m 160 mm (6") dia rope or 2 x 1600 m 203 mm (8") dia rope |
| Chain Lockers | 4 x 156 m ³ Chain capacity of: 4 x 2000 m 76 mm chain or 4 x 1600 m 84 mm chain |

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| | |
|---|---|
| Anchor Recovery Frame | 1 x RRM 200 t Max Wire Tension |
| Towing Pins | 4 x RRM 400 t MWL |
| Shark Jaws | 2 x RRM 800 t SWL |
| Centering Device | 2 x RRM 45 t SWL |
| Stop Pins | 2 x Karmoy 100 t SWL |
| Stern Roller | 2 x RRM 3.0 x 4.5 m @ 750 t MWL @ 90 deg wire angle |
| Capstans | 2 x RRM 15 t |
| Tugger Winches | 2 x RRM 24 t fwd main deck + 1 x 17 t fwd main deck center |
| Tugger Winches FWD | Capacity of 600 m of 26 mm wire each for the 24 t; Locally, remote, portable-wireless control. Capacity of 200 m of 25 mm wire for the 17 t; Locally, remote, portable-wireless control. |
| AH Crane | 2 x RRM 5 t @ 10 m with tool for AH operations |
| Provision Crane | 1 x knuckle type, capacity 5 t @ 15 m radius. Winch hook travel of up to 1000 m |
| Chain Gypsies | 2 x 76 mm + 2 x 84 mm |
| Performance & Economy | |
| Economical Speed | 24 m ³ /day @ 10 kts 32 m ³ /day @ 13 kts |
| DP<20% | 13.9 m ³ /day on 2 Mes |
| DP>35% | 27.5 m ³ /day on 4 Mes |
| Standby in Field | 4.6-6.9 m ³ /day @ 1-4 kts |
| Standby in Port | 1.8 m ³ /day |
| Note | Performance & Economy figures are given at mean vessel draft of 6.5 m (2800 t deadweight) & Beaufort Scale 2. |
| Dynamic Positioning System | |
| Type | GE C-Series DPS-21 Duplex DP |
| Reference Systems | 2 x Sonardyne HPR prepared 2 x Veripos DGPS 1 x RadaScan Guidance 1 x CyScan Guidance |
| Motion Reference Units | 3 x Gyro Tokimec TG8000 3 x Wind Sensor Gill Wind Observer Ultrasonic 3 x VRU, 2 x TTS DMS-10 / 1 x SMC IMU 107 |
| Rescue Boat | |
| 1. 1 x Maritime Partner MP660 Springer, 10 person, SOLAS approved FRB with inboard diesel waterjet. | |
| Accommodation | |
| Person Capacity | Total 37 29 in 1man cabin & 8 in 2man cabins |

Tank Capacities Table

| D Class Tank Capacities @ 100% | | | | | | | | |
|---|---------|----------|----------|----------|---------|---------|----------|---------|
| Tank | Volume | WB/DW | FW | FO | Brine | Mud | Base Oil | Glycol |
| 1 WB/DW | 285.228 | 285.228 | | | | | | |
| 2 WB/DW | 291.642 | 291.642 | | | | | | |
| 3 WB/DW | 291.819 | 291.819 | | | | | | |
| 4 FO | 206.075 | | | 206.075 | | | | |
| 5 FO | 206.075 | | | 206.075 | | | | |
| 8 FW | 169.905 | | 169.905 | | | | | |
| 9 FW | 104.412 | | 104.412 | | | | | |
| 14 FW | 196.033 | | 196.033 | | | | | |
| 15 FW | 203.793 | | 203.793 | | | | | |
| 17 WB/DW | 154.786 | 154.786 | | | | | | |
| 18 WB/DW | 154.965 | 154.965 | | | | | | |
| 20 WB/DW | 210.968 | 210.968 | | | | | | |
| 21 WB/DW | 210.968 | 210.968 | | | | | | |
| 22 WB/DW | 62.765 | 62.765 | | | | | | |
| 23 FW | 183.262 | | 183.262 | | | | | |
| 24 FW | 183.262 | | 183.262 | | | | | |
| 29 FW | 59.175 | | 59.175 | | | | | |
| 30 FW | 59.175 | | 59.175 | | | | | |
| 33 FO | 133.275 | | | 133.275 | | | | |
| 34 FO | 133.275 | | | 133.275 | | | | |
| 35 WB/DW | 96.707 | 96.707 | | | | | | |
| 40 WB/DW | 82.451 | 82.451 | | | | | | |
| 41 WB/DW | 82.451 | 82.451 | | | | | | |
| 57 FO Service | 31.752 | | | 31.752 | | | | |
| 58 FO Service | 31.752 | | | 31.752 | | | | |
| 59 FO Settling | 26.074 | | | 26.074 | | | | |
| 60 FO Settling | 26.074 | | | 26.074 | | | | |
| 61 FO/BO | 112.467 | | | 112.467 | | | 112.467 | |
| 62 FO/BO | 112.467 | | | 112.467 | | | 112.467 | |
| 63 FO/BO | 114.921 | | | 114.921 | | | 114.921 | |
| 64 FO/BO | 114.921 | | | 114.921 | | | 114.921 | |
| 66 MUD/BRINE/GLY | 83.547 | | | | 75.192 | 75.192 | | 75.192 |
| 67 MUD/BRINE/GLY | 83.547 | | | | 75.192 | 75.192 | | 75.192 |
| 68 MUD/BRINE/GLY | 82.595 | | | | 74.336 | 74.336 | | 74.336 |
| 69 MUD/BRINE/GLY | 82.595 | | | | 74.336 | 74.336 | | 74.336 |
| 72 RCL/WB/DW | 156.33 | 156.33 | | | | | | |
| 73 RCL/WB/DW | 156.33 | 156.33 | | | | | | |
| 74 MU/BR/GLY/RCL | 156.33 | | | | 140.697 | 140.697 | | 140.697 |
| 75 MU/BR/GLY/RCL | 156.33 | | | | 140.697 | 140.697 | | 140.697 |
| 76 FO/MU/BR/GLY | 156.33 | | | 156.33 | 140.697 | 140.697 | | 140.697 |
| 77 FO/MU/BR/GLY | 156.33 | | | 156.33 | 140.697 | 140.697 | | 140.697 |
| 81 WB/DW | 96.666 | 96.666 | | | | | | |
| 82 WB/DW | 96.666 | 96.666 | | | | | | |
| 86 FO | 98.698 | | | 98.698 | | | | |
| 87 FO | 114.762 | | | 114.762 | | | | |
| 104 WB/DW | 96.707 | 96.707 | | | | | | |
| 155 FW | 98.098 | | 98.098 | | | | | |
| 156 FW | 98.098 | | 98.098 | | | | | |
| 157 WB/DW | 149.743 | 149.743 | | | | | | |
| 158 WB/DW | 149.743 | 149.743 | | | | | | |
| 159 FO | 82.114 | | | 82.114 | | | | |
| 169 FO | 82.114 | | | 82.114 | | | | |
| 161 WB/DW | 69.121 | 69.121 | | | | | | |
| 162 WB/DW | 69.121 | 69.121 | | | | | | |
| Dedicated Tanks: | @ 100% | 2965.177 | 1355.213 | 1172.04 | | | | |
| With Multiuse Tanks: | @ 100% | | | 1939.476 | | | 454.8 | |
| With Multiuse Tanks: | @ 90% | | | | 861.844 | 861.844 | | 861.844 |
| | | WB/DW | FW | FO | Brine | Mud | BO | Glycol |
| Bulk Capacity of 235.9 m ³ in four dedicated tanks | | | | | | | | |
| NB: RCLs 72, 73, 74 & 75 cannot be used for chain & product at the same time | | | | | | | | |
| NB: Filling in the NLS Tanks (TK. 66-69 & TK. 74-77) is to be limited to not exceeding 90% filling level, for compliance with 1.1.4 of the IMO RES. A 673(16) as accepted by Singapore MPA for the limited aggregate quantity not greater than 890 m ³ . Volumes in these columns reflects 90% filling level of the tanks. | | | | | | | | |

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