



# NS ORLA

DESIGN: UT 776 CD



## TECHNICAL OUTLINE SPECIFICATION MULTIPURPOSE FIELD SUPPLY-, PIPE CARRIER VESSEL Yard: Hyundai Mipo Dockyards Hull 8102 – Delivered 21.07.2014

Name of ship: NS ORLA  
Port of registry: Stavanger  
Distinctive number or letters: LEKK  
IMO Number: 9657648  
Maritime Mobile Service Identity (MMSI): 257243000  
DNV ID: 32606

### MAIN DESCRIPTION

Type : MULTIFUNCTIONAL SUPPLY  
AND SERVICE VESSEL.  
Classification:  
✱1A1, Offshore Service Vessel +, Supply, E0, SF, DK(+),  
HL(2.8), LFL\*, DYNPOS-AUTR, CLEAN DESIGN,  
COMF-V(3)C(3), NAUT-OSV(A), OILREC, F-A, F-M, BIS,  
VIBR  
ERN 99.99.99.99  
NOFO 2009

### MEASUREMENTS

Length o.a. : 97.00m  
Length p.p. : 84,918m  
Breadth mld. : 20,00m  
Draught max. : 7,0m  
Moulded draught : 8,2m  
DWT : 5098T  
Gross Tonnage : 5165  
Net Tonnage : 1550  
Deck load, VCG 1m : 2200T





## CARGO CAPACITIES

## DISCHARGE RATES

Work/Cargo Deck area: 860m<sup>2</sup>

Deck strength: 10t/m<sup>2</sup> up to # 40 5 t/m<sup>2</sup> elsewhere

Fresh Water	: 940m <sup>3</sup>		2 x 150m <sup>3</sup> /hour – 90 mlc
Fuel Oil Cargo	: 920m <sup>3</sup>		1 x 150m <sup>3</sup> /hour – 90 mlc (FO/ORO)
Fuel Oil Domestic:	350m <sup>3</sup>	(@ 95% filling)	1 x 150m <sup>3</sup> /hour – 90 mlc
Liquid mud	: 610m <sup>3</sup>	Sg. 2,8 (Combined tanks)	2 x 75m <sup>3</sup> /hour – 90 mlc (Mud / ORO)
Brine	: 680m <sup>3</sup>	Sg. 2,8 (Combined tanks)	2 x 75m <sup>3</sup> /hour - 90 mlc (Brine/ORO)
ORO	: 1930m <sup>3</sup>		
Water ballast	: 1220m <sup>3</sup>	(Incl. combined tanks)	2 x 150m <sup>3</sup> /hour - 90 mlc (BW/DW)
Drill water	: 2040m <sup>3</sup>	(Combined tanks)	
Drill Water	: 800m <sup>3</sup>	(Dedicated tanks)	
Methanol/ SP	: 130m <sup>3</sup>	Sg. 1,2	2 x 75m <sup>3</sup> /hour - 90 mlc
Baseoil	: 150m <sup>3</sup>	Sg. 0,87 (1 dedicated tank)	2 x 100m <sup>3</sup> /hour - 90 mlc (BO/ORO)
Cement/barite	: 330m <sup>3</sup>	Sg. 2,5	2 x compr. 100T/hrs .- 5,6 bar, 2 x air driers
Slop	: 120m <sup>3</sup>	Sg 2,8 (1 comb. tank)	(Mud pump)

Height of cargo rail: 4m

All mud tanks have agitators. Tank washing system with hot/ cold water and chemical injection in washing water for mud, brine and base oil tanks.

Flow meter on Fuel Oil system

Note! Separate pumps- and piping system for all types of liquid cargo. Cargo pumps to be backup for each other. Loading and discharge stations on both sides amidships and aft on PS, A-Deck.

## MACHINERY -PROPULSION

## PERFORMANCE

Maine eng.	: 4 x RR Bergen 1920kW each. 900rpm	Max speed, approx.	: 14,5 knots
Harbour / Em gen.:	1 x 300 kW	Service speed/cons.	: 12,5kts/15,5m <sup>3</sup> /24hrs
Propeller Plant	: 2 x RR Azp 100CP 2200 kW each	Eco speed/cons.	: 10kts/10,5m <sup>3</sup> /24hrs
Bow thrusters	: 1x RR Azimuth 883kW	DP operation	: 5m <sup>3</sup> //24hrs
Bow thrusters	: 2x RR Tunnel thrusters 883kW	Port consumption	: 2.5m <sup>3</sup> /24hrs

## DECK/RESCUE EQUIPMENT

## ACCOMMODATION

Tugger Winches	: 2 x 10t
Capstans	: 3 x 10t
Windlass/Mooring	: 2 x 12T
Cranes, Knuckle boom type	: SB 2T @ 4m, PS 3t@8m

Life rafts : TBA

Survival Suits for 23persons.

Lifesaving equipment according to NMD rule requirements

1 off Fast Rescue Craft: Maritime Partner Rescue/MOB

1 off Daughter Craft, MP 1000 FRDC, 10,22m

2 off Cargotec (SOLAS approved) Davits

Reefer connections on deck: 8 x 220V + 8 x 110V

Total	: 23 persons
Cabins	: 15 x single bed cabins
Cabins	: 4 x double bed cabins
Day room Smokers	: for 4-5 persons
Day room No smokers	: for 16 persons
Duty mess	: 1 off, Main Deck
Hospital	: 1 off, Main Deck
Reception	: 1 off, Main Deck
Laundry	: 1 off, A-Deck
Gymnasium	: 1 off, A-Deck



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## **NAVIGATION EQUIPMENT**

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Radar 1: 1x 10 cm/ S band, IMO ARPA  
Radar 2: 1 x 3 cm/ X band ARPA  
Radar 3: 1 x Oil Detection Radar  
1 x Radar Early warning system (REWS)  
DP System : Rolls Royce ICON  
2 x DGPS  
3 x Fibre Optic Gyro  
1 x Magnetic Compass  
1 x Echo-sounder  
1 Speed log, Doppler  
1 x ECDIS  
DP reference systems: 2xDGPS, 3xMRU, 1x Fanbeam,  
Radius  
1 x Voyage Data recorder  
2 x Wind sensor  
1 x VDR

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## **COMMUNICATION EQUIPMENT**

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Radio installation according to A1+A2+A3  
Navtex: Furuno  
2 x Radar Transponder:  
AIS: Furuno  
2 x EPIRB  
DSC Terminal  
Radio Station: SSB, MF, HF  
3 x GMDSS Portable VHF  
3 x Semi-duplex VHF stations  
2 x Slave-VHF Stations  
8 x Portable UHF Portable  
3 x Fixed UHF stations  
1 x Aero VHF  
2 x Inmarsat C w/ SSAS and LRIT  
1 x Battery less phone system  
Satellite Communication: VSAT + FBB  
CCTV system

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## **TELEPHONE SWITCH BOARD:**

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Intercom: MRC Korea  
TBA

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## **FIRE FIGHTING SYSTEM:**

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According to Class requirement.  
Fire fighting by NOVEC 1230 in Switchboard room, ECR, Propulsion room. Water mist, total flooding in Engine room, and Emergency / Harbour gen. room. on C-Deck  
1x Foam monitor installed on cargo rail.

## **NS ORLA General**

NS ORLA is a “state of the art” supply vessel/ pipe carrier which is diesel electric powered with 2 azimuth thrusters astern and 2 tunnel thrusters +1 drop down azimuth thruster forward. It is designed to meet the high end market, in addition to be very suitable for field support, Standby / Rescue & ROV duties.

The vessel is diesel electric powered with four main generator sets. The main switchboard is split on two sections, divided by bus-ties. In normal / Transit Mode, the two sections will be connected, and function as one. ERN Numbers are : 99.99.99.99

The hull is designed for low fuel consumption and excellent sea-keeping. The COMF V(3) C(3) notation ensures low levels of noise and vibration in the hull and superstructure to give high comfort for her crew and passengers. The vessel is designed in accordance with the requirements of the notation “Clean design”, and there has been high focus on getting the environment impact to the lowest possible level. Clean operation in general means less emissions to the environment.

As an additional advantage the low fuel consumption makes the vessel very economic in operation.

The vessel is equipped with Rolls Royce ICON dynamic positioning Class AUTR (DP II) system, and is fitted with all state of the art automation and communication equipment.







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