



Atlantic Oceanic



ATLANTIC TONJER

MULTI-PURPOSE SUPPORT VESSEL

FLOTEL / DIVING / WALK-TO-WORK / ROV / CONSTRUCTION



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VESSEL SPECIFICATIONS



The Atlantic Tonjer is an 82M LOA UT705 Multi Role construction, Diving, offshore accommodation vessel with a track history of Walk-to-Work, ROV support, diving and and multiple types of survey. This DP2 class vessel is truly multi role for subsea and surface operations.

MAIN FEATURES:

- ◇ SPS CODE: 50 clients + Crew
- ◇ W-ROV *
- ◇ Kongsberg DP2
- ◇ High Power capability plot
- ◇ Walk to Work*
- ◇ 50 Ton Active Heave Compensated Crane
- ◇ Deck space: 550 m²
- ◇ Helideck (*Options)



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VESSEL SPECIFICATIONS

VESSEL

Model:	UT 705 1983
Type:	DP2 Offshore Support Vessel / Accommodation
Port of Registry:	Panama City
Classification:	RINA
Unrestricted Navigation	
Additional Class Notation:	AUT UMS; DYNAPOS AM/AT R

MAIN PARTICULARS

Vessel Built Apr:	1983 / 2000 Norway
Vessel Converted:	2000 by Ulstein Verft
LOA:	80.77m
Breadth Moulded:	18.00
Summer Draft:	4.97
Gross Tonnage:	3349t
Deadweight:	2490t
Cargo deck:	550m ²
Deck Strength:	5t/m ²
Fuel Oil:	900m ³
Ballast / Drill Water:	1815m ³
Slop:	50m ³

MACHINERY

Main Engines:	2 x MAK 8M 453 3000 BHP each Driving twin C.RP's
Rudders:	2 x Standard Rudder type
Box Thrusters:	2 x Ulstein 150 TV 800 BHP each
Stern Thrusters:	2 x Ulstein 150 TV 800 BHP each
Gear box:	Frydenbo HS 30x2S
Propellers:	2 x variable pitch 600 AGSC

POWER

	6000 BHP
M/E Output:	2 x 2237 kW (4474 kW)
Main Alternators:	2 x 1140 kW + 2 x 254 kW 2 x 1140 kW (shaft gen's)
Emergency Generator	1 x 89 kW

BRIDGE EQUIPMENT

Auto Pilot:	Robertson AP-9 MK3
Radar:	1 x Furuno FR 28v65S 1 x Furuno FR 2115X 1 x SIMRAD RGC—12 1 x SIMRAD GC80 1 x ANSHUTZ Standard 20
GPS Navigator:	GP-150
Bridge Nav:	Chart Telchart 2025 (C-map)
Bridge Echosounder:	Skipper GDS 101

LOADING GEAR / WINCHES

1 x Anchor windlass 2MB 12H
2 x Capstan CA 3 K

CRANES

TTS Nordlift Active Heave Compensated crane type GPCFO SWL 50t
Wire Type 54mm
Extension fitted for top of turbine operations

KONSBERG SDP 21 DP CLASS 2 — DP REFERENCE SYSTEMS:

3 x DGPS
1 x Taut Wire
1 x Kongsberg HiPAP
Fan Beam

SPS CODE ACCOMODATION

Total Berths 68 (80 berth option) plus 1 hospital)
34 Cabins for up to 50 Charterers + 12 cabins for 16-18 marine crew
Cinema / 2 lounges / client offices / conference room / sauna

MOON POOL: Yes

ROV Hanger Yes (ROV Option)

DP2 Walk-to-Work Yes (option)

Fresh Water Generator Reverse Osmosis Fresh Water Generation



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FUEL CONSUMPTIONS

Max Speed—12 Knots	14
Transit Speed—10 knots	11
DP1 Operations	9
DP2 Operations	10
Standby in port / anchor	1.5
m³ per 24 hours	

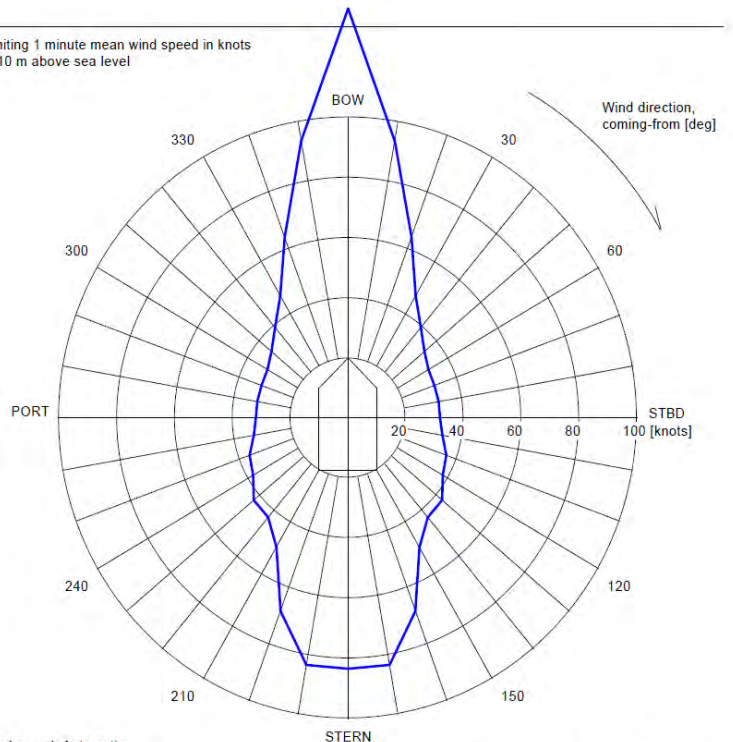
DP CAPABILITY PLOT

ERN: 99.99.80.60

Input file reference	: Foot998.scp
Last modified	: 2005-04-19 14:58 (v. 2.4.0)
Length overall	: 81.0 m
Length between perpendiculars	: 76.2 m
Breadth	: 18.0 m
Draught	: 5.0 m
Displacement	: 4925.4 t (Cb = 0.70)
Longitudinal radius of inertia	: 22.9 m (= 0.30 * Lpp)
Pos. of origin ahead of Lpp/2 (Xo)	: 0.0 m
Wind load coefficients	: Calculated (Blendemann)
Current load coefficients	: Calculated (Strip-theory)
Wave-drift load coefficients	: Database (Scaled by Breadth/Length)
Tidal current direction offset	: 0.0 deg
Wave direction offset	: 0.0 deg
Wave spectrum type	: JONSWAP (gamma = 3.30)
Wind spectrum type	: NPD
Current - wave-drift interaction	: OFF
Load dynamics allowance	: 1.0 * STD of thrust demand
Additional surge force	: 0.0 tf
Additional sway force	: 0.0 tf
Additional yawing moment	: 0.0 tf.m
Additional force direction	: Fixed
Density of salt water	: 1026.0 kg/m ³
Density of air	: 1.29 kg/m ³
Power limitations	: OFF

#	Thruster	X [m]	Y [m]	F+ [tf]	F- [tf]	Max [%]	Pe [kW]	Rudder
1	TUNNEL	33.2	0.0	7.2	-7.2	100	590	
2	TUNNEL	31.3	0.0	7.2	-7.2	100	590	
3	TUNNEL	-32.2	0.0	7.2	-7.2	100	590	
4	TUNNEL	-34.3	0.0	7.2	-7.2	100	590	
5	PROP_AS	-37.1	5.3	36.0	-21.0	100	2210	SPADE
6	PROP_AS	-37.1	-5.3	36.0	-21.0	100	2210	SPADE

Limiting 1 minute mean wind speed in knots at 10 m above sea level



Wind speed: Automatic
 Significant wave height: DNV (ERN)
 Mean zero up-crossing period: DNV (ERN)

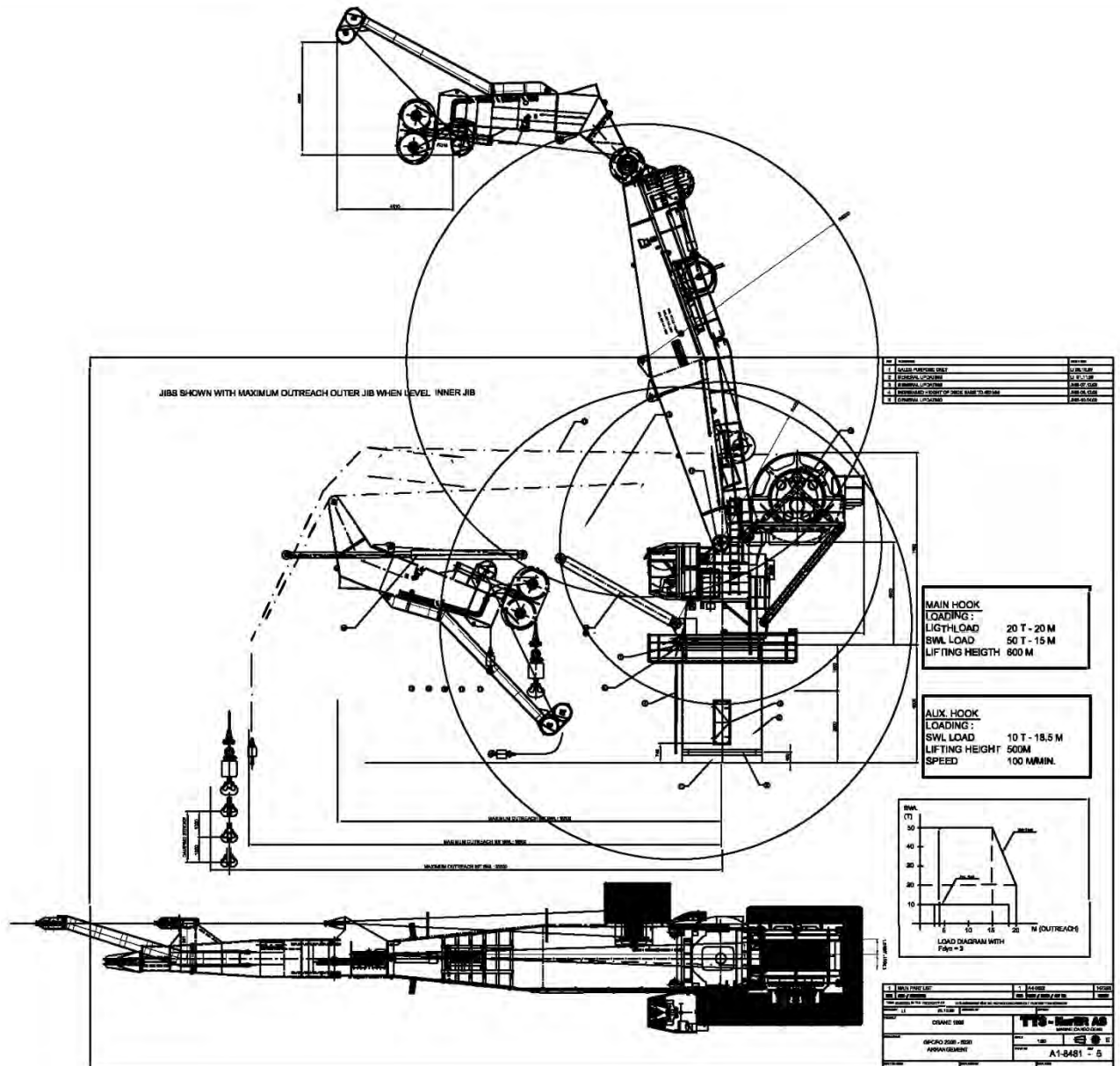
Rotating tidal current: 1.00 knots
 Rotating wind induced current: 0.000*Uwi knots



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50 ton Active Heave Compensated Crane





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WALK-TO-WORK

The Atlantic Tonjer can come equipped with several options for Gangway systems:

Amplemann A-Type and A-Type Enhanced Performance:

The A-type is a full active motion compensation access system designed to transfer 20 personnel safely and efficiently in only five minutes and move cargo loads of up to 100 kg with the KIB cargo basket from vessels to offshore structures. The system has a proven track record with more than 100 projects worldwide.

Amplemann's A^{EP} has been even further developed to give a 10% increase in workability over previous designs. The A^{EP} contains advanced hardware, and uses state of the art Motion Control techniques. The system is able to safely transfer people and cargo in wave heights up to 4m Hs.

SMST:

The SMST active motion compensation system compensates the movements of the tip of the gangway, by three movements namely the slewing, telescoping and luffing. The gangway maintains its connections by making use of those same degrees of freedom. It can be used for both access of fixed platforms and vessel to vessel operations.

The access bridge can be used for handling of cargo via a hook or winch. On the bridge tip will be a winch installed for the cargo handling on deck, to a wind turbine or in the harbour. The cargo handling will be safely performed by the Active Motion Compensation of the Access Bridge. The Gangway can handle transfers of up to 300kg.



Please see separate Amplemann A-Type specifications sheet for full information.



Please see separate SMST specifications sheet for full information.

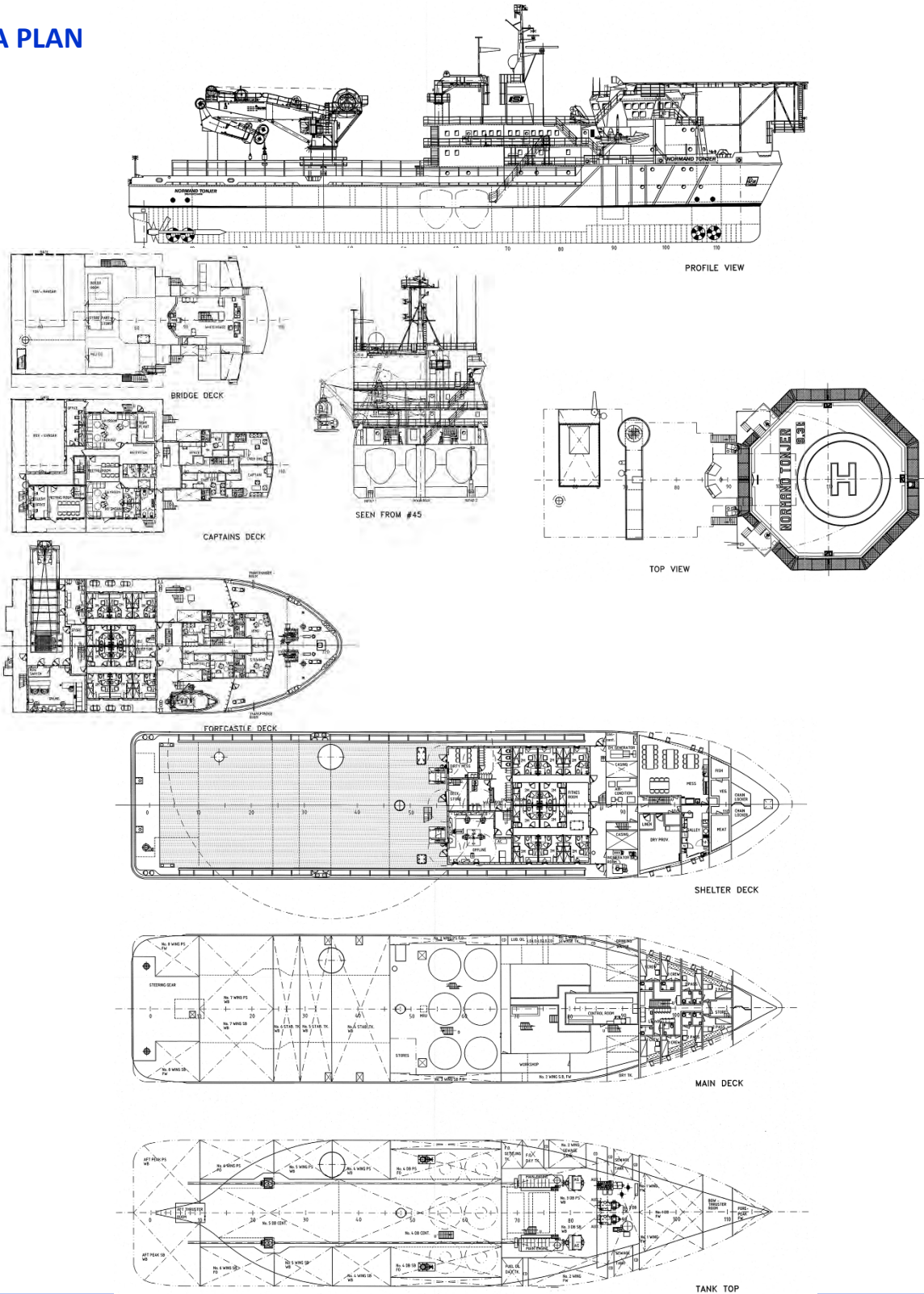


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VESSEL SPECIFICATIONS

GA PLAN





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