



*challenging new frontiers  
a voyage beyond excellence*

# MP LAGENDA

## PSV / 6000 BHP / DP2 / FIFI 1



### VESSEL INFORMATION

Ownership	BBR Shipping Pte Ltd
Flag	Singapore
Builder	Fujian Southeast Shipyard, China
Year Built	2015
Call Sign	9V3831
Official Number	400490
IMO Number	9721463
CLASS	ABS
Notations	✱A1, FFV 1, OSR-C2, Offshore Support Vessel, Supply-HNLS, (E), ✱AMS, ACCU, ✱DPS-2, UWILD, SPS, RW

PRINCIPAL PARTICULARS		PROPULSION SYSTEM		DECK MACHINERY			
Length Overall	75.00 m	Main Engines (Fuel – MGO)	2 x NIIGATA 8L28HX, 3000 BHP each, with front PTO for Shaft Gen. & FiFi Pump	Anchors	2 x 1980 kg Stockless HHP Anchor		
Length (BP)	67.85 m			Chain Cables	467.5 m (length) x 46 mm dia., Grade U2		
Beam Moulded	17.25 m			Windlass	1 x Electro-hydraulic Cap. 13 MT @18m/min		
Depth Moulded	8.00 m	Main Thrusters	2 x Main Engine Driven Azimuth Thrusters (Fixed Pitch Propeller)	Tugger Winch	2 x Electro-hydraulic Cap. 10 MT @24m/min		
Draft (Design)	6.50 m			Capstan	2 x Electro-hydraulic Cap. 10 MT @25m/min		
Draft (Max)	6.60 m	Bow Thrusters	2 x CPP Tunnel Thrusters, Electric Motor Driven 600 KW, 10 Tonnes Thrust	Deck Crane	1 x electro-hydraulic, SWL 7.5 MT @10m		
Deadweight at max draft	3,300 MT			<b>GENERATORS</b>			
GRT/NRT	2,948 / 916	Shaft Alternator	2 x 1000 KW, Engine Driven through PTO gear box, 415VAC /3/50Hz	<b>TANK CAPACITIES (100%)</b>			
Deck area	680 m <sup>2</sup> min	Main Genset (Fuel – MGO)	3 x Diesel Driven, 450 KW each, 415VAC /3/50 Hz	Fresh Water	546.5 m <sup>3</sup>		
Deck Strength	5.5 MT per m <sup>2</sup>			Emergency Genset (Fuel – MGO)	1 x Diesel Driven, 80 KW, 415 VAC /3/50 Hz	Fuel Oil	751.1 m <sup>3</sup>
Deck Carrying Capacity	1,200 MT	Electrical Sockets:	4 x 415V, 32A, 50Hz 2 x 415V, 63A, 50Hz 2 x 220V, 32A, 50Hz	Drill Water/SW Ballast	1,525.1 m <sup>3</sup>		
<b>SPEED</b>		<b>DP SYSTEM</b>		Mud/Brine/Rec.Oil	739.4 m <sup>3</sup>		
Service Speed	10.0 knots	Dynamic positioning system(Kongsberg) according to ABS DPS-2 c/w with 2 off DP operator stations, 3 off Gyrocompass, 3 off Wind sensor, 2 off Vertical reference unit, 1 off Cyscan reference system, 2 off DGPS, 2 off UPS, 2 off Printer		Dry Bulk (Cement/Barite)	227.7 m <sup>3</sup> (3 x 2200ft <sup>3</sup> & 1 x1795ft <sup>3</sup> tanks)		
Maximum Speed	13.0 knots			<b>NAVIGATION EQUIPMENT</b>		Methanol/Base Oil	147.9 m <sup>3</sup>
<b>ENDURANCE</b>				Echo Sounder, Radars, Gyro Compass, Inmarsat C, NBDP Terminal, VHF radio, SART, EPIRB, Speed Log, Navtex Receiver, Auto Pilot, AIS, Weather Facsimile, GPS Plotter		Foam	12.7 m <sup>3</sup>
Endurance	28 days	<b>COMMUNICATION EQUIPMENT</b>				Dispersant	12.7 m <sup>3</sup>
<b>ACCOMMODATION</b>		GMDSS Area A1+A2+A3, PA/Talk Back and Sound Powered Telephone System, Auto Tel. System				Bilge Tank	16.4 m <sup>3</sup>
8 x 1-berth cabins	8 men			<b>MISCELLANEOUS</b>		Dirty Oil Tank	16.4 m <sup>3</sup>
20 x 2-berth cabins	40 men			Oily Water Separator	1m <sup>3</sup> /hr	Lube Oil Tank	12.9 m <sup>3</sup>
Total	48 men	Sewage Treatment Plant	50 pax capacity	Hyd. Oil Tank	7.0 m <sup>3</sup>		
Complement	15 men	Water Maker	2 units RO, Total 20MT/day	<b>PUMP CAPACITIES</b>			
Hospital	1 man			Fresh Water Pump	100m <sup>3</sup> /hr @ 85m head		
<b>LIFE SAVING EQUIPMENT</b>				Cargo Fuel Oil Pump, gear type (2 units)	150m <sup>3</sup> /hr @ 80m head		
Inflatable liferaft	6 x 25-men			Drill Water Pump, centrifugal	100m <sup>3</sup> /hr @ 80m head		
Rescue boat	1 x 6-men rigid, c/w 25HP outboard motor, davit-launched			Mud/Brine/Rec.Oil Pump (2 units)	75m <sup>3</sup> /hr @ 90m head		
<b>FIRE-FIGHTING &amp; ANTI-POLLUTION EQUIPMENT</b>				Methanol Pump	70m <sup>3</sup> /hr @ 90m head		
FiFi Class 1 with Water Spray				Dry Bulk Discharge Rate	2 x 25 m <sup>3</sup> /min Compr. WP 80 psi (5.6 bar)		
Pump	2 x 1790m <sup>3</sup> /hr @12bar						
Monitor	2 x 1200m <sup>3</sup> /hr						
Oil Dispersant System	2 x 6m spray boom with nozzles						
Fixed Fire Protection	CO2 (Engine Room)						

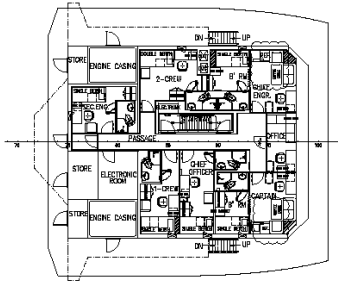
Particulars believed to be correct but not guaranteed. All figures given are approximate only. Owners reserve the right to amend the specifications without notice.

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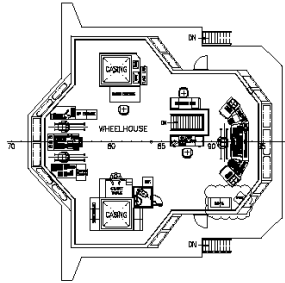
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# GENERAL ARRANGEMENT



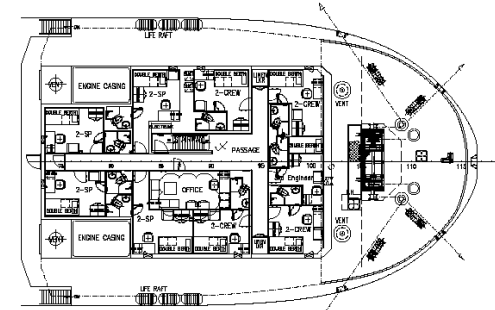
OFFICER DECK  
5 x 1-CREW = 5 MEN  
1 x 2-CREW = 2 MEN  
TOTAL = 7 MEN



NAV. BRIDGE DECK

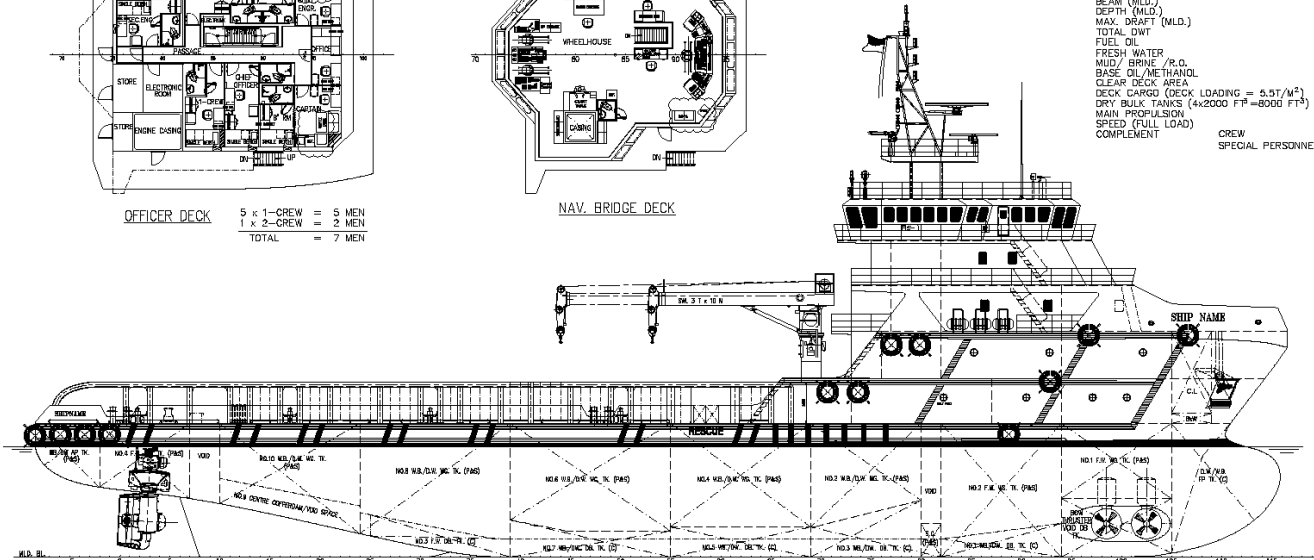
## PRINCIPAL DIMENSIONS

LENGTH (O.A.)	75 000 M
LENGTH (W.L.)	72 515 M
LENGTH (B.P.)	87 468 M
BEAM (M.L.D.)	17 250 M
DEPTH (M.L.D.)	8 000 M
MAX. DRAFT (M.L.D.)	6 800 M
TOTAL DWT	3 300 TONS
FUEL OIL	750 M <sup>3</sup>
FRESH WATER	545 M <sup>3</sup>
MUD/BRINE /R.O.	740 M <sup>3</sup>
BASE OIL/METHANOL	148 M <sup>3</sup>
CLEAR DECK AREA	7000 M <sup>2</sup>
DECK CARGO (DECK LOADING = 5.5T/M <sup>2</sup> )	1200 TONS
DRY BULK TANKS (4x2000 FT <sup>3</sup> = 8000 FT <sup>3</sup> )	228 M <sup>3</sup>
MAIN PROPULSION	2 x 3000 PS
SPEED (FULL LOAD)	12.5 KNOTS
COMPLEMENT	16 MEN
SPECIAL PERSONNEL	34 MEN

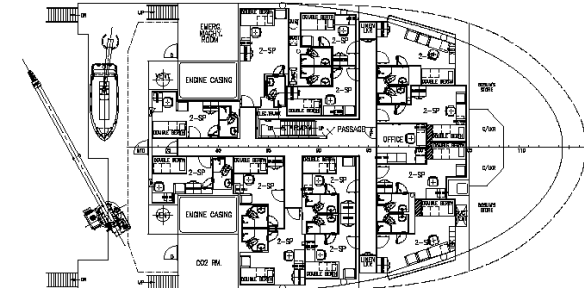


UPPER FORECASTLE DECK PLAN

1 x 1-CREW = 1 MEN  
4 x 2-CREW = 8 MEN  
4 x 2-SP = 8 MEN  
TOTAL = 17 MEN

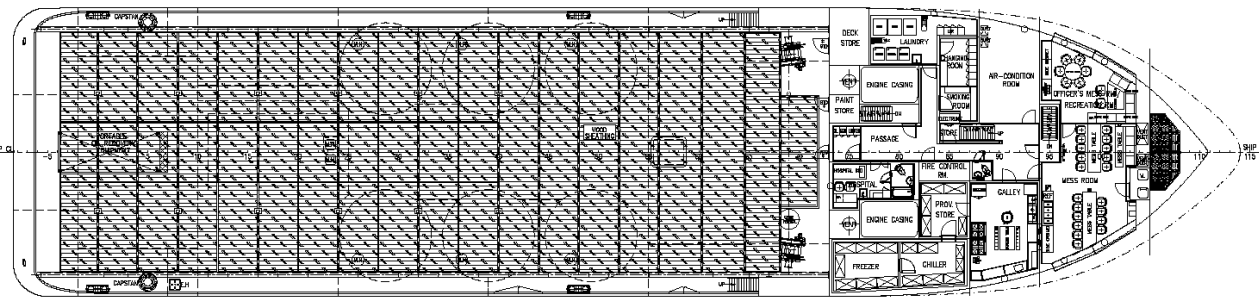


OUTBOARD PROFILE

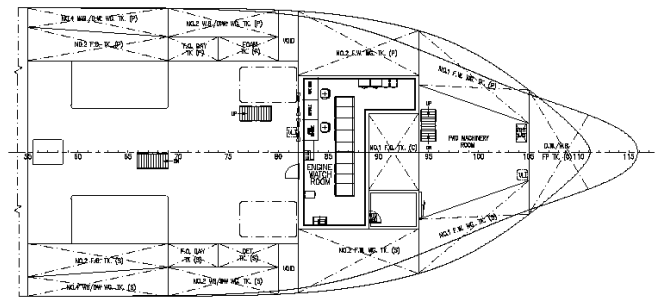


FORECASTLE DECK PLAN

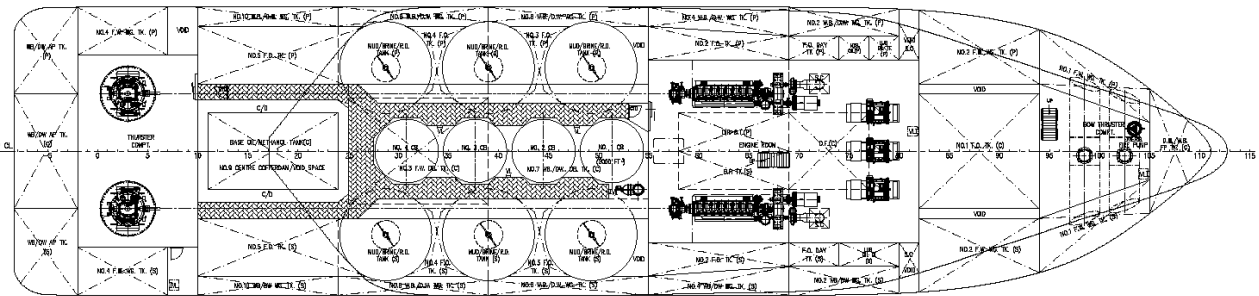
13 x 2-SP = 26 MEN  
TOTAL = 26 MEN



MAIN DECK PLAN



TWEEN DECK PLAN



BELOW DECK PLAN

## NOTE:-

- PLEASE NOTE THAT A STAIRWAY WHICH IS ENCLOSED ONLY AT ONE LEVEL SHALL BE REGARDED AS PART OF THE SPACE FROM WHICH IT IS NOT SEPARATED BY A FIRE DOOR.
- SELF-CLOSING DOORS TO BE PROVIDED, AND APPROPRIATE ARRANGEMENTS TO AVOID INJURY TO PERSONS IN THE CORRIDOR SHALL BE CONSIDERED.
- A TOE BOARD OR KICK PLATE BE INSTALLED ON THE BRIDGE WING DECK BELOW THE LOWER RAIL COURSE.
- DECK AREA FOR HANDLING OIL AND OIL-BASED LIQUID ARE TO BE PROVIDED WITH A COAMING OF AT LEAST 150MM HEIGHT AROUND ALL PUMPS, TRANSFER FLANGES, CONNECTIONS AND OTHER EQUIPMENT WHERE LEAKAGE MAY OCCUR. COAMING FOR RECOVERY OIL MAY BE OF REMOVABLE TYPE.
- BALLAST WATER TANKS/DRILLING WATER TANKS ARE NOT DEDICATED SEAWATER BALLAST TANKS.
- THE ACCESS DOORS TO DECK STORE & PAINT STORE ARE TO BE OF SELF-CLOSING GAS-TIGHT WITHOUT HOLD-BACK DEVICES, SECURED AND FITTED WITH SIGNS INDICATING THAT THE ROOMS ARE NOT TO BE ENTERED AND THE DOORS ARE TO REMAIN CLOSED DURING OIL RECOVERY OPERATIONS.
- THE ACCESS DOORS TO ACCOMMODATION SPACE ON THE MAIN DECK ARE TO BE WATER-TIGHT WITHOUT HOLD-BACK DEVICES, SECURED AND REMAINING CLOSED DURING OIL RECOVERY OPERATIONS. THE WARNING SIGN TO THE ABOVE EFFECT IS TO BE FITTED ON THE DOOR.
- 2 ESCUTES ARE PROVIDED FROM THE LOWER PART OF THE ENGINE ROOM AS MEANS OF ESCAPE.

75m PLATFORM SUPPLY VESSEL

GENERAL ARRANGEMENT