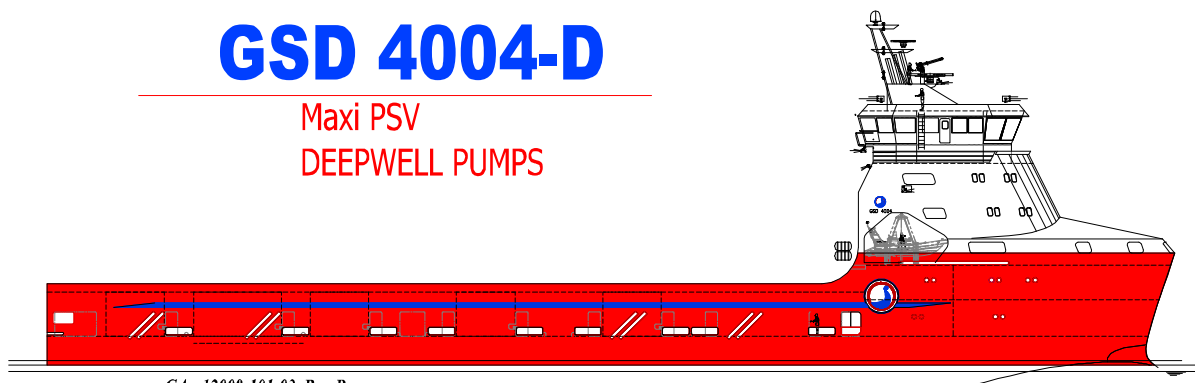


# GSD 4004-D

Maxi PSV  
DEEPWELL PUMPS



GA : 12008-101-03, Rev-B

*GSD 4004 is a environmental friendly, safe ship with flexible loading capacity and good stability which will make money for its owner.*

*Made for the North Sea conditions with low slamming "Dolphine nose".*

*Prepared to meet NOFO (2009) requirements.*

*A ship with great capacity, and low cost.*

*GSD 4004 is a maxi PSV which comply with latest requirements regarding emissions to environments, Clean design, SOLAS, MARPOL, IBC etc.*

*A unique cargo handling system under deck. Pump room is reduced to a minimum. Tanks are provided with deepwell pumps. Gained space is utilized as cargo tanks. Due to above reasons this ship have a high tank capacity and a great number of segregations. The piping system is simple and safe : Every pump is delivering to the manifold on deck, PS & STB, midship and aft. As many as 17 segregatins are possible.*

*Some details :*

- 15 Segregated Heavy Density Liquid Tanks (HDL)
- 4 Independent Low Flashpoint Tanks (LFL)
- Tanks above have no stiffeners inside. (also under main deck)
- 2 of the HDL tanks are dedicated to dry cargo. Cement, Barite.
- Hull tanks to be utilized as FW tanks and drillwater / WB.

*GSD 4004 will have high comfort due to a carefully dimentioned and positioned antiroll tank.*

*The GM will be reduced by having dry cargo tanks on deck, and the high VCG of antiroll tank.*

*Adjustable revolutions and CP propeller for the bow thruster will result in low noise levels in the accommodation during normal operations.*

*GSD 4004 will be economical.*

*Latest Diesel Electrical propulsion will result in lower fuel consumption and lower emissions to the environment.*

*The propeller drives is of type active front end.*

*This results in : Low noise, simple installation, low EL losses.*

*The ship is not over-powered as too many ships are.*

*4 equal engines will give less off-hire time.*

*Motor alternatives : Medium speed engines, or 1800 rpm motors.*

*Space for catalysators is reserved in casing.*

## MAIN PARTICULARS

Length over all (Loa)	: 92,7 m
Length bet. perp. (Lpp)	: 83,4 m
Rule length (Lf)	: 85,00 m
Moulded Breadth (B)	: 20,40 m
Depth to deck (D)	: 8,40 m
Draught (T)	: 6,50 m
Speed	: 16,00 knots
Class :	
DNV +1A1, E0, SF, Dk+, HL(2,8), Clean,	
DynPos AUTR, NAUT-OSV(A),	

## CAPACITY

Deck area Shelter Dk.	: ~1100 m <sup>2</sup>
Deck load	: 5,0 t/m <sup>2</sup>
Deck load (Total)	: 3500 tonnes
Deadweight	: 5300 tonnes
Cranes -1 off	: 4t x 15m
Length of cargo dek.	: 67 m
Crew	: 30 men
Passengers	: 4 men
Fuel Oil Cargo (FOC)	: 1380 m <sup>3</sup> **
Fuel Oil Consume (FO)	: 500 m <sup>3</sup>
Water Ballast	: 1700 m <sup>3</sup>
Potable Freshwater	: 1000 m <sup>3</sup> *
MUD / Brine	: 1500 m <sup>3</sup>
Sludge (retur in MUD tk.)	: 1500 m <sup>3</sup>
Drill Water	: 1700 m <sup>3</sup>
Base Oil (insted of MUD)	: 1500 m <sup>3</sup>
Recovered Oil	: 2700 m <sup>3</sup>
Glychol	: 200 m <sup>3</sup> *
Helifuel	: 200 m <sup>3</sup> *
Methanol	: 300 m <sup>3</sup> *
Cement	: 400 m <sup>3</sup> *
Sewage	: 65 m <sup>3</sup>
Containers (1.layer)	: 45 TEU
Generator Sets (4 off)	: 1250 KW
Thrusters (aft)	: 2x2400 KW
Thrusters (fwd)	: 2x1000 KW

\* Segregated tanks

\*\* Segregated tanks. May be used as ORO tanks.

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