

# 130' CREW/FSV MISS ADRIAN



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## VESSEL PARTICULARS

LENGTH OVERALL	130 ft	40 m
LENGTH BP	116 ft	35 m
BEAM	26 ft	8 m
DEPTH	12 ft	3.66 m
LIGHT DRAFT	5 ft	1.52 m
LOADED DRAFT	7 ft	2.13 m
SUMMER FREEBOARD	0 ft	0 m
LIGHTSHIP	91 LT	93 MT
DEADWEIGHT	149 LT	152 MT

## CAPACITIES

DRILL / POTABLE WATER	15,413 USG	58.3 m <sup>3</sup>
POTABLE WATER (SHIP'S)	0 USG	0 m <sup>3</sup>
FUEL	10,293 USG	39 m <sup>3</sup>
DRY BULK	0 ft <sup>3</sup>	0 m <sup>3</sup>
ENGINE LUBE OIL	0 USG	0 m <sup>3</sup>

## CARGO DECK:

TONNAGE	105 LT	106.7 MT
STRENGTH	540 LB./ft <sup>2</sup>	2.6 MT/m <sup>2</sup>
LENGTH	67 ft	20 m
WIDTH	21.5 ft	7 m
CLEAR AREA	1,440.5 ft <sup>2</sup>	134 m <sup>2</sup>

## TONNAGE

GRT	94 US Tons (Long)	211 ITC Tons (Metric)
NRT	64 US Tons (Long)	63 ITC tons (Metric)

## MACHINERY

MAIN ENGINES	4 - 12V71TI Detroit Diesel 510BHP Each
BRAKE HORSEPOWER	2040
REDUCTION GEARS	Twin Disc 514
GEAR RATIO	2.5:1
RUDDERS	2 - Spade Type
PROPELLERS	4 - 38"D x 35"P
AUXILIARY GENERATORS	2 - 40kW, 120/208VAC, 3 Phase, 60 Hz
BOW THRUSTER	N/A
FUEL-OIL PURIFIER	N/A

## PERFORMANCE

MAXIMUM SPEED	20 knots	
CRUISING SPEED	18 knots	
ECONOMY SPEED	16 knots	
MAXIMUM FUEL CONSUMPTION	100 USG/Hr	9 m <sup>3</sup> /24 Hrs
CRUISING FUEL CONSUMPTION	80 USG/Hr	7 m <sup>3</sup> /24 Hrs
ECONOMY FUEL CONSUMPTION	70 USG/Hr	6.4 m <sup>3</sup> /24 Hrs

## DISCHARGE RATES:

DRILL / POTABLE WATER	200 USG/min @ 250 ft	45 m <sup>3</sup> /Hr @ 76 m
FUEL	200 USG/min @ 130 ft	45 m <sup>3</sup> /Hr @ 40 m

## ACCOMMODATIONS:

CABINS/BERTHS	4 / 10
OFFICERS' CABINS	2
CREW CABINS	1
VIP	1
PASSENGERS	67 Business Class
LOUNGE SEATING	10
MESS SEATING	10

## ELECTRONICS & CONTROLS:

DEPTH SOUNDER	1
GMDSS	N/A
GPS	1
RADAR(S)	2
VHF	2
SSB	1
INTERNET E-MAIL	Globe Wireless
WEATHER RADIO	XM

## SPECIAL EQUIPMENT

EXTERNAL FIFI	700 GPM
NUMBER OF MONITORS	1

## DOCUMENTATION

CLASS	ABS: Load Line
FLAG	United States
SOLAS	No
USCG	USCG Subchapter T
YEAR BUILT	1990
BUILDER	Breaux Brothers

This specification is preliminary and subject to change without notice. Exact tank capacities, deadweight, deck cargo capacity and other figures that have been calculated may change when the actual vessel is delivered.

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