

# 135' CREW/FSV MISS PAMELA



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## VESSEL PARTICULARS

LENGTH OVERALL	135 ft	41 m
BEAM	27 ft	8 m
DEPTH	12 ft	4 m
LIGHT DRAFT	5 ft	1.53 m
LOADED DRAFT	7 ft	2.13 m
LIGHTSHIP	110 LT	112 MT
DEADWEIGHT	180 LT	183 MT

## CAPACITIES

DRILL / POTABLE WATER	17,154 USG	65 m <sup>3</sup>
POTABLE WATER (SHIP'S)	628 USG	2.37 m <sup>3</sup>
FUEL	12,206 USG	46 m <sup>3</sup>
DRY BULK	0 ft <sup>3</sup>	0 m <sup>3</sup>
ENGINE LUBE OIL	217 USG	0.82 m <sup>3</sup>

## CARGO DECK

TONNAGE	180 LT	183 MT
STRENGTH	540 LB./ft <sup>2</sup>	2.6 MT/m <sup>2</sup>
LENGTH	73 ft	22 m
WIDTH	22.5 ft	7 m
CLEAR AREA	1,642 ft <sup>2</sup>	153 m <sup>2</sup>

## TONNAGE

GRT	98 US Tons (Long)	250 ITC Tons (Metric)
NRT	66 US Tons (Long)	75 ITC Tons (Metric)

## MACHINERY

MAIN ENGINES	4 - KTA19M3 Cummins 700BHP Each	
BRAKE HORSEPOWER	2800	
REDUCTION GEARS	Twin Disc MG 520	
GEAR RATIO	2.5:1	
RUDDERS	2	
PROPELLERS	4 - 38"D x 35"P	
AUXILIARY GENERATORS	2 - 50kW, 120/208VAC, 3 Phase, 60 Hz	
BOW THRUSTER	N/A	
FUEL-OIL PURIFIER	N/A	

## PERFORMANCE

MAXIMUM SPEED	22 knots	
CRUISING SPEED	20 knots	
ECONOMY SPEED	18 knots	
MAXIMUM FUEL CONSUMPTION	132 USG/Hr	12 m <sup>3</sup> /24 Hrs
CRUISING FUEL CONSUMPTION	102 USG/Hr	9.3 m <sup>3</sup> /24 Hrs
ECONOMY FUEL CONSUMPTION	74 USG/Hr	6.7 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	5 / 10
OFFICERS' CABINS	2
CREW CABINS	2
VIP	0
PASSENGERS	68 Bench Class
LOUNGE SEATING	0
MESS SEATING	10

## ELECTRONICS & CONTROLS

DEPTH SOUNDER	Inter Offshore M3000
GMDSS	N/A
GPS	1 - Garmin
RADAR(S)	1 - Furuno
VHF	1 - Kentwood
SSB	1 - SEA 222
INTERNET E-MAIL	Globe Wireless
WEATHER RADIO	XM

## SPECIAL EQUIPMENT

EXTERNAL FIFI	1000 GPM
NUMBER OF MONITORS	1

## DOCUMENTATION

CLASS	ABS: Load Line
FLAG	United States
SOLAS	No
USCG	USCG Subchapter T
YEAR BUILT	1994
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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