

Wave Mercury

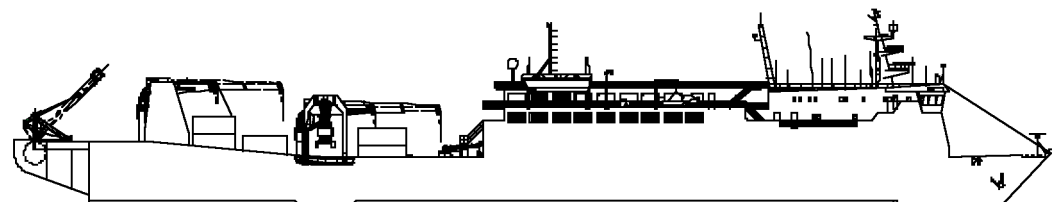


The Wave Mercury was converted in 1999 as a cable lay and multi-purpose offshore vessel. The vessel has been designed and constructed to a very high standard and has the ability to perform a variety of offshore and subsea operations. The vessel has the ability to perform multi-purpose roles, including ROV support, cable installations and offshore construction projects.

Head Office

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Wave Mercury

Propulsion and Electric Power Generation

Main Engine:	1 x MAK Type 12 M 453 - 600rpm 3600 kW
Thrusters:	2 x Aft Aquamaster Azimuth type US 1401 Each - 1100kW 1 x Fwd Tunnel - Brunvoll type FU-80 1350 kW 1 x Fwd Tunnel - Brunvoll type FU-63 882kW 1 x Fwd Tunnel - Brunvoll type SPX-VP 588kW
Main Aux. Generator:	3 x Wartsila Type 9L20 C diesel engines Rating 1530kW@750 rpm - Each
Auxiliary Service:	3 x Caterpillar 3516 TA/SR4 Rating 1440kW@1800rpm - Each

Fuel Consumptions

Alongside:	2.7 tonnes/day
Cablework:	16 tonnes/day
Economic:	16 tonnes/day
Maximum Speed:	26 tonnes/day
Bunker Capacity:	733 tonnes @ SG 0.84

Particulars

Endurance - 38 days	
Fresh Water Capacity:	720 tonnes
Fresh Water Usage:	Approx. 15 tonnes/day

Speed

Economic Speed:	10 Knots (With main engine alone)
Service Speed:	11 Knots (With Main engine alone)
Max Speed:	13 Knots (Main engine & Azimuth thrusters combined)

Accommodation

Officer Cabins:	28 x Single
Crew Cabins:	2 x Single, 17 x Twin
Total Berths:	64

Capacity and Equipment

Cable Tanks

Main Cable Tanks:	3
Internal Diameter:	14.40m
Cone Outer Diameter:	2.00m
Tank Height:	3.5m
Cone Height:	3.1m
Maximum Load per Tank:	798 tonnes
Tank Top Loading:	5 tonnes/ square metre
Volume of Cable Tanks:	400 cubic metres



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Capacity and Equipment continued

Cable Machinery

2 x Dowty AC electric 40 tonne SWL 4m diameter cable drum with fixed angled fleeting rings plus fleeting knives.

2 x Dowty AC electric 4WP Draw Off / Hold Back with hydraulic cable diverter.

2 x 2WP electric drive cable transporters

Deck Equipment

- A Frame: SMD 35 tonne SWL. (Limited to sea State 5)

- 1 x Deck Crane Aft Stbd.

- Hydralift model: MCVC2T 1610-(2-5)-(19-10)(10)

- SWL 2T @ 19m Radius / SWL 5T @ 10m Radius

- 1 x Deck Crane Amidships port

- Hydralift model: MCVC2T 1610-(2-5)-(22-10)(10)

- SWL 2T @ 22m Radius / SWL 5T @ 10m Radius

- 1 x Stores Crane Fwd. stbd

Technical and Navigational Info

Navigational Aids, Radio Equipment & Communications

Communication Equipment (Full GMDSS Certification)

- JRC NCH-44 Marine VHF R/T Controller

- 2 x JRC JHS-32A Marine VHF R/T

(1 with JRC NKG-52 Printer)

- JRC NCH-321A Distress Message Controller

- JRC NCH 852 Controller with JRC NDF -802A Keyboard

- JRC NKG-800 with JRC NQE-3030 connection box.

- JRC NKG 800 with JRC JUE-75C Inmarsat-C

- 2 x Nera Satcom Saturn B Telephone / comms and Fax

- JRC JOE-3A Epirb

- 2 x JRC JOX-30A Sarts

- Thrane & Thrane Sat M Telephone

- JRC NCR-300A Navtex Receiver

- 3 x JRC JHS-7 Two way VHF R/T Lifeboat Radios

DP system:

A Class 1 Converteam (CEGLEC) DP System with DGPS, Fan Beam and Sonardyne HPR Reference System, provide a high degree of position keeping accuracy.

Modes of Operation:

Joystick Manual Heading

Joystick Auto Heading Dynamic Positioning

DP Minimum Power ROV Follow

Model Control

Auto Track

Auto Pilot

Auto Sail

Auto Speed

Auto Pilot:

1 x Sperry, Anshult Type 2020

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General Dimensions and Particulars

Type of Ship	Cable Ship
Builders	Danyard Frederikshavn
IMO Number	8027808
ABS I.D.	82152841
Call Sign	MGEU9
Port of Registry	London
Length Overall	141.50 metres
Length Between Perpendiculars	122.85 metres
Breadth Moulded	19.40 metres
Depth Moulded (Main Deck)	11.60 metres
Designed Draft	6.114 metres
Deadweight	4975 tonnes
Gross Registered Tonnage	10105 tonnes
Net Registered Tonnage	3032 tonnes
Classifications:	Cable Laying & Repair Vessel. A1, AMS, DP1 Certification of Financial Responsibility (Water Pollution)

Fitted with 'Navigator' survey spread for instant & accurate position referencing and post processing capability to meet all clients needs.



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All performance figures quoted are nominal, actual performance is dependent on environmental conditions prevailing at the time of operations.

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