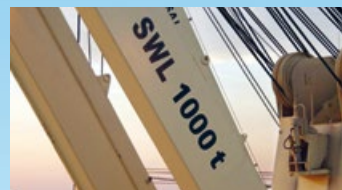


# TYPE 183

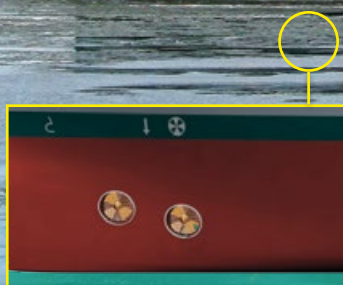
HEAVY LIFT VESSEL WITH DYNAMIC POSITIONING



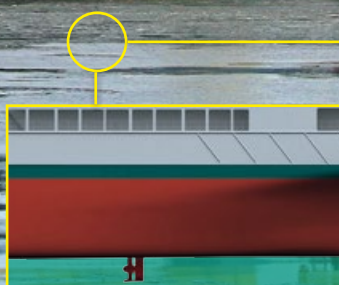
Unobstructed working deck  
of 128.50 × 27.50 m



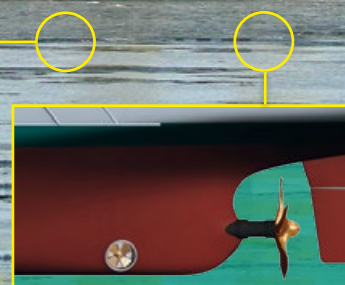
2 cranes of 1 000 t SWL  
lifting capacity each,  
in combination 2 000 t



2 bowthrusters, 1 200 kW each



2 azimuths, 1 200 kW each



1 sternthruster of 800 kW

## INTRODUCTION OF DP SYSTEM

With its latest generation of high capacity new buildings, SAL continues to push the lifting envelope by introducing a crane capacity of 2 × 1 000 t SWL. In addition to this unrivalled crane capacity, both new buildings are equipped with a Dynamic Positioning System to meet client aspirations and the growing complexity of their projects. While MV Svenja is equipped with a DP I system, MV Lone has a redundant DP II system.

## EXTENSIVE SCOPE OF CAPABILITIES

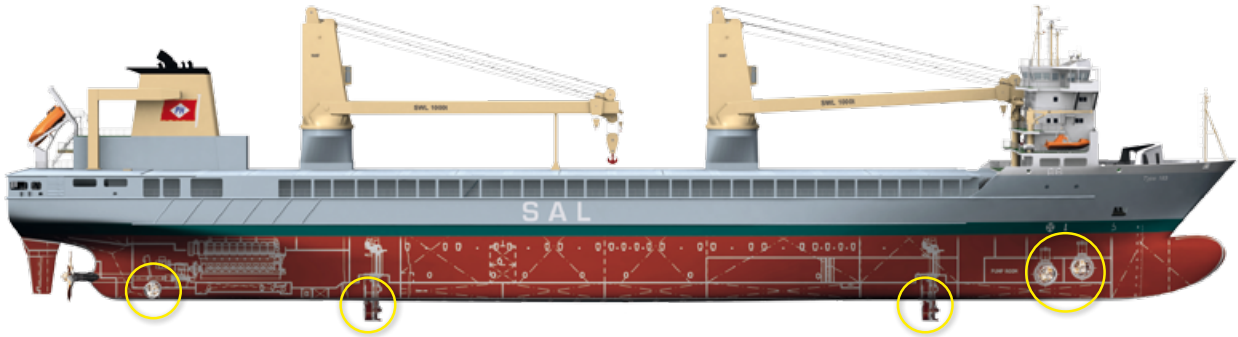
The DP System greatly enhances operations at sea where mooring or anchoring is not feasible due to deep water or congestion at the sea bottom. Offshore support to other vessels as well as offshore windfarm installation will be amongst the scope of activities for the two new buildings.

WE INNOVATE SOLUTIONS

## FIRST CLASS EQUIPMENT

The DP System manufactured by market leader Kongsberg is designed to keep the vessels within a specified position and predefined heading limits. To optimize the capability of the vessels while in DP mode, careful consideration has been given to the selection of thrusters, switchboards, and power distribution. Mindful of the variety of water depths in different projects, SAL decided to install the following reference equipment: DGPS, RADius, Light Weight taut wire and Fanbeam.

We look forward to performing your next offshore job with our experienced engineering team and innovative hardware!



### TYPE 183

<b>Deadweight</b>	12 500 t
<b>Tonnage</b>	15 200 GT/4 600 NT
<b>Class</b>	GL + 100 A5, G General Cargo Ship Strengthened for Heavy Cargo, BMW-S, EP, SOLAS II-2, Reg. 19, MC AUT
<b>Length over all</b>	160.50 m
<b>Beam</b>	27.50 m
<b>Deck</b>	128.50 × 27.50 m
<b>Hold</b>	107.10 × 17.00 × 13.70 m Adjustable tweendeck Capable of trading with open hatch
<b>Cranes</b>	2 electrical-hydraulic turning cranes with a lifting capacity of 1 000 t SWL each, both mounted on portside, combinable up to 2 000 t SWL
<b>Crane outreach</b>	16 m – 1 000 t 25 m – 800 t 38 m – 500 t
<b>Engine</b>	MAN 58/64 Diesel Engine of 17 136 HP
<b>Service speed</b>	20 knots
<b>Shipyard</b>	J. J. Sietas KG Schiffswerft GmbH u. Co., Hamburg/Germany
<b>Delivery</b>	December 2010, March 2011

### DP FACTS

	MV Svenja (DP I)	MV Lone (DP II)
<b>Bowthruster</b>	1 × 1 200 kW	2 × 1 200 kW
<b>Sternthruster</b>	1 × 800 kW	1 × 800 kW
<b>Azimuth</b>		2 × 1 200 kW
<b>Auto Heading Mode</b>	✓	✓
<b>Auto Position Mode</b>	✓	✓
<b>Joystick Mode</b>	✓	✓
<b>Autopilot Mode</b>	✓	✓
<b>Green Control Mode</b>	✓	✓
<b>Auto Track Mode</b>		✓
<b>Heavy Lift Mode *</b>	✓	✓

\* The heavy lift mode adjusts potential adverse effects on the DP system during heavy lift operations.



VESSELS ISM CERTIFIED

ISO 9001  
ISO 14001  
OHSAS 18001

ENVIRONMENTAL PASSPORT

SAL Heavy Lift GmbH • Brooktorkai 20 • 20457 Hamburg • Germany  
Phone +49 40 380 380-0 • Fax: +49 40 380 380-600 • www.sal-heavylift.com

A member of the Harren & Partner Group