HARKAND

VIKING POSEIDON
DP3, MULTI-PURPOSE SERVICE and ROV VESSEL

DIMENSIONS
Length 130 m & Beam 25 m

MAIN DECK AREA
1,620 m^2 with 10 Te / m^2

MAIN CRANE
250 Te active heave compensated

ROV
2 x XLX heavy duty work class ROVs

SURVEY
Full high specification survey spread

TECHNICAL SPECIFICATIONS

VESSEL IDENTIFICATION, MAIN PARTICULARS

The Viking Poseidon is a newbuild Multi-Purpose Service Vessel with special built considerations for extended operations in extreme weather conditions - the Viking Poseidon is the harsh weather vessel. Given the considerations of ROV placement, the vessel has a massive open deck area complemented by the active heave compensated crane and large moon pool allowing for a more complete offshore installation support capability. The vessel is the Ulstein X-Bow design with a Diesel Electric Propulsion system known for economical fuel consumption, maneuverability, stability and station keeping capabilities.

Built	2008
Flag	NIS
LOA	130 m
Breadth	25 m
Draft	7.80 m
Gross Tonnage	11,719 Te
Accommodation	106 Persons
Class	DNV - +1A1, SF, COMF-V(3) C(3), HELDK-SH, CRANE OPP-F, E0, DYNPOS-AUTRO, NAUT OSV(A), CLEAN DK(+)

DECK EQUIPMENT

- 250 Te double fall, 200 Te single fall, active heave compensated crane with 3,000m wire
- 2 x tuggerwinch, 10 Te
- 1 x deck crane, 10 Te
- 2 x crane for provision handling, 1.5 Te

DECK

Clear Area	1,620 m²
Strength	10 Te/m²
Work Moon pool	8.0 m x 8.0 m
ROV Moon pool	4.9 m x 4.9 m

ROV

Manufacturer	Forum (formerly Perry)
Type	XLX
Quantity	2
Horse Power	150 hp
Vertical Thrust	900 Kgf
Depth Rating	4,000 m
Payload Capacity	250 Kg
Excursion	750 m

Deployment: Starboard ROV is deployed by conventional A-Frame Launch and Recovery System (LARS) from inside the large hangar bay while the Port ROV is deployed via cursor system thru a moon pool in the ROV hanger bay.
Control Room: Internal dual ROV Control room.
Workshop:Fully stocked internal dual ROV workshop and stores at same deck level as LARS.

SURVEY

Harkand provides innovative technological solutions, highly skilled and competent offshore personnel and an experienced onshore management team.

The vessel is permanently mobilised with dual DGPS, dual online navigation, online sensor acquisition and offline processing and reporting packages.

Advanced survey equipment and software can be installed and calibrated onboard for any project specific work scope.

POSITION SYSTEMS

DP Type	Kongsberg
DP Class	AUTRO, DP3
Acoustics	Kongsberg HiPAP 500
DGPS	2 off

Relative Positioning Reference System - Fan Beam Laser System

MAIN PROPULSION SYSTEM

Diesel electric propulsion plant
Two azimuth thrusters for main propulsion - 3,500kW output each

MAX Speed	14 kts
Cruise Speed	12 kts

APPROX. FUEL CONSUMPTION

Transit (12 kts)	38 m³/day
DP	13.5 m³/day
In Port	5 m³/day

TUNNEL THRUSTERS / AZIMUTHS

2 x azimuth thrusters for main propulsion - each 1,800kW
2 x electric driven tunnel thrusters in bow - each 1,800kW
1 x electric driven azimuth thruster in bow - 1,500kW
1 x drop down azimuth - 1,800kW

POWER GENERATING PLANT

4 x main generators - 2,700 kW each
2 x main generators - 1,450 kW each
1 x emergency generator

HELIDECK

Type	Sikorsky S-92 rated
Max Load	14.3 Te

ABERDEEN
info-europe@Harkand.com

GHANA
info-ghana@Harkand.com

HOUSTON/MEXICO
info-northamerica@Harkand.com

NIGERIA
info-nigeria@Harkand.com

LONDON
info-corporate@Harkand.com

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