



In order to support our clients' needs in the offshore oil and gas industry, in particular in the North Sea, SMIT Subsea Europe operates the 'EDT Protea' as a dynamically positioned Diving Support Vessel. The vessel is fully equipped to perform subsea construction activities, as well as to support inspection, repair and maintenance contracts for offshore and subsea structures.

The vessel is fitted with a dedicated surface demand diving system and an inspection class ROV system. The systems setup is optimized for working in the specific Southern North Sea conditions with high (bottom) currents and low visibility. The fully operational Diving Support Vessel is compliant with all relevant standards and regulations for operating in North Sea waters.

**DIVING SYSTEM**

The diving system is Lloyd's approved, built in accordance with IMCA guidelines, and comprising the following components:

- ▶ Dive control room with nitrox/air/mixed gas diving control panel
- ▶ Triple-lock DDC with environmental controlled entry/exit cabins
- ▶ 3-man wet bell
- ▶ 1 x single cage with A-frame for standby diver
- ▶ Electrical 3-man hot water machine
- ▶ Toolbasket with hydraulic operated LARS

**SURVEY EQUIPMENT**

In order to support the DP diving operations, the vessel's DGPS systems are enhanced with the following survey equipment:

- ▶ Starfix navigation equipment
- ▶ Mini-beacon transponders

**ROV EQUIPMENT**

The ROV system (Lloyd's approved) comprises the following elements:

- ▶ Control cabin with 2 colour monitors and digital recording system
- ▶ Seaeye Tiger ROV
- ▶ LARS with A-frame and 500 m lifting umbilical
- ▶ TMS with 100 m tether umbilical

## General

Germanischer Lloyd + 100 A5 E3 DP3+ MC E1 AUT  
 IMO number 9019107  
 Built 1991 by Flekkefjord Slip, Norway  
 Major conversion 2006 by Naval Shipyard, Poland

Hangar 60 m<sup>2</sup> (forward deck  
 with opening on starboard side)  
 Under deck hold 60 m<sup>2</sup>  
 Moonpool 4.2 m x 4.8 m (aft of hangar)  
 Helideck Bell 214 and Super Puma AS 332L,  
 1991 regulations, Kongsberg Seatex  
 HMS-100 landing comms

## Dimensions

Length over all 91.20 m  
 Breadth moulded 14.80 m  
 Max. draft 6.83 m  
 Gross tonnage 3746 tonnes  
 Deadweight 2091 tonnes

## Tank arrangement

Fuel oil 670 m<sup>3</sup>  
 Fresh water 138 m<sup>3</sup>

## Engines and propulsion

Main engines 4 x 2200 kW RR Bergen BRG-6  
 (in 2 separate engine rooms)  
 Propulsion inverters 2 x Alstom MV 3000  
 Electrical power 8800 kW of 660 V 60 Hz  
 Main propulsion 2 x Schottel Azimuth thrusters  
 SRP 2020, 2200 kW each  
 Bow thrusters 2 x Brunvoll tunnel  
 FU 80 LTC-2000 at 1100 kW each  
 1 x Brunvoll retractable Azimuth at 880 kW

## Nautical and communications equipment

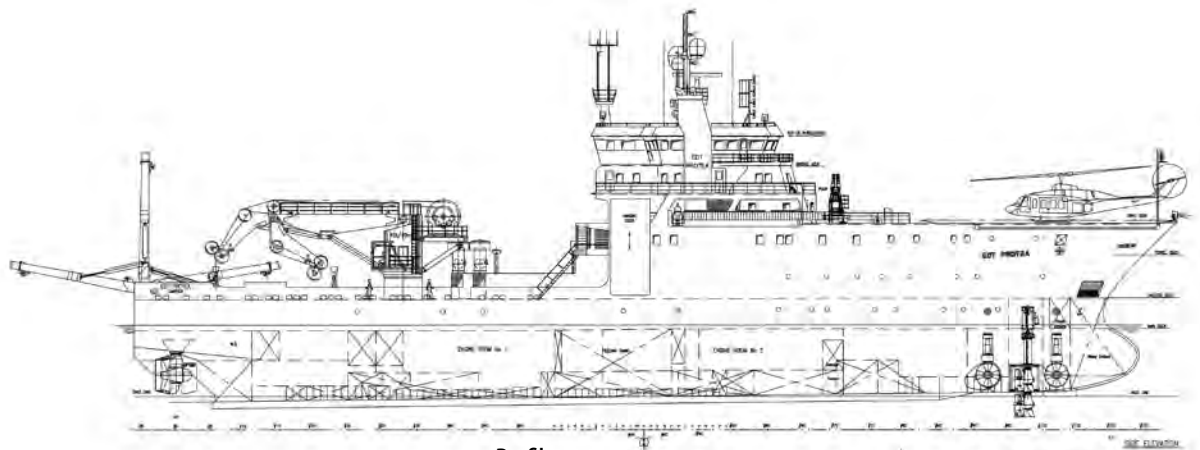
Radars SAM Electronics X ARPA and S ARPA  
 Auto pilot/chart plotter SAM Electronics  
 DP system Kongsberg SDP 21 with  
 SDP 11 as backup GL notation  
 Dynpos AUTR (Class III)  
 ERN number 99:99:95 (real-time)  
 Reference systems 2 x DGPS, Taut Wire,  
 HIPAP 500, USBL, Fanbeam  
 GMDSS installation in accordance with IMO regula-  
 tions for vessels operating within Sea Area A1, A2, A3.  
 VHF, Fleet 77, Iridium, Inmarsat C, K/U-Band (V-Sat)

## Deck equipment

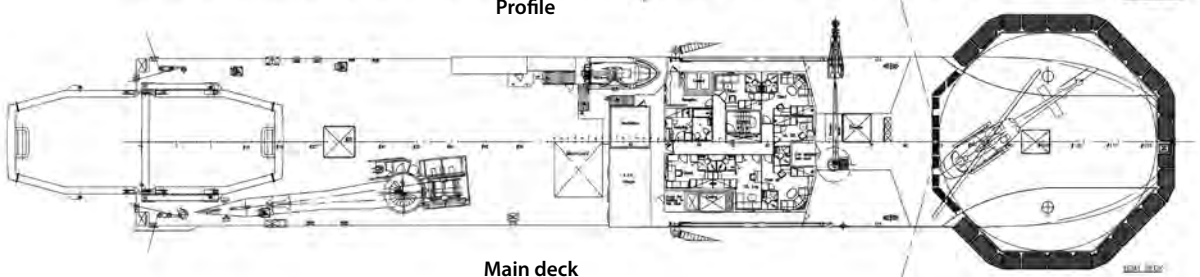
Deck area 500 m<sup>2</sup>, 5 t/m<sup>2</sup>  
 Deck crane Hydramarine knuckle boom,  
 active heave compensated  
 50 tonnes at 12 m  
 25 tonnes at 17 m

## Accommodation

Accommodation for 88 people, fully air conditioned,  
 1 x hospital room, 1 x sauna, 1 x gym, 3 x office  
 rooms.



Profile



Main deck

## GENERAL PLAN EDT PROTEA

All details are believed to be correct but not guaranteed.