

# SEABED PRINCE

MULTI-PURPOSE OFFSHORE  
VESSEL



*Seabed Prince, alongside Swire Seabed office in Bergen, Norway*

***A versatile Multi-purpose Offshore Vessel, providing integrated and dependable WROV services worldwide.***

Operated by Swire Seabed AS, Seabed Prince benefits from the marine and ROV expertise generated over a period of more than 30 years by Hans Martin Gravdal and his team of well qualified personnel, both on and offshore. Since February 2012, Swire Seabed AS has been acquired into Swire Pacific Offshore's network of over 20 offices on five continents, enabling a genuinely worldwide operating platform. Swire Seabed offers Seabed Prince with marine and ROV crews, whom are well acquainted with each other and the equipment onboard, thus ensuring vessel-specific knowledge and a culture of cooperation.

## **Seabed Prince Core Service Sectors:**

- Construction Support
- Inspection, Maintenance and Repair (IMR)
- Work & Observation ROV Services
- Deepwater Salvage
- Geotechnical & Seismic Support
- Trenching & Dredging Support, through integration of a Remotely Operated Tool Carrier (ROTC)
- Decommissioning Support

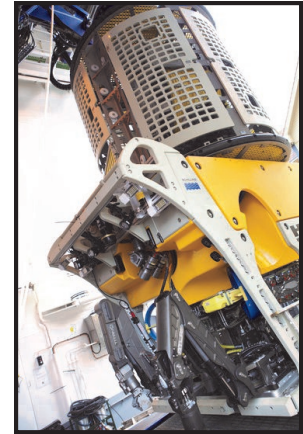
# SEABED PRINCE



## ROV Services

Seabed Prince is fitted with a high specification Heavy Duty 3,000m Schilling ROV. This unit is deployed using an AHC A-Frame LARS system. A 2,000m Subfighter 15k ROV with hydraulic manipulators has also been mobilised onto the vessel.

See ROV Specifications for more detail.



## Fuel Consumption

Operating Situation	Fuel Consumption
Max Transit Speed (15 knots) in Calm Sea	25 tonnes / day
Economical Transit Speed (10.5 knots)	15 tonnes / day
DP / Survey Mode	6.5 to 9 tonnes / day
In Port	1.3 tonnes/day

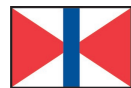
## AHC Crane



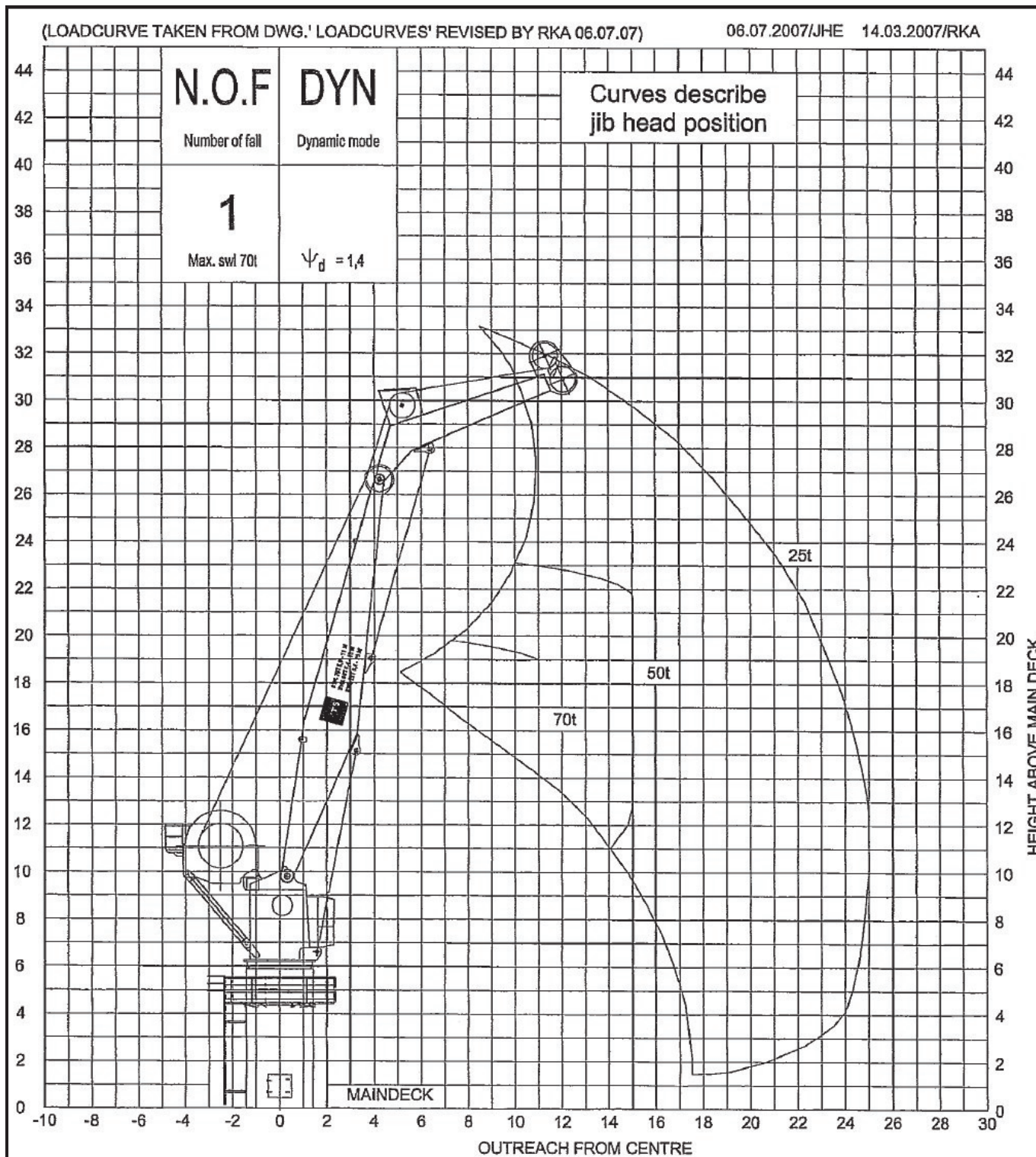
Max lift capacity: 70 t / 11 m  
 Max outreach: 25 t / 25 m  
 Wire length: 2,000 m  
 Hook speed fully loaded: 0-30 m / min  
 Hook speed light load: 0-50 m / min

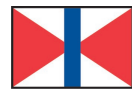






## AHC Crane Curve





## DP Capability Plot

### 1. Summary

Summary of the results of the analysis.

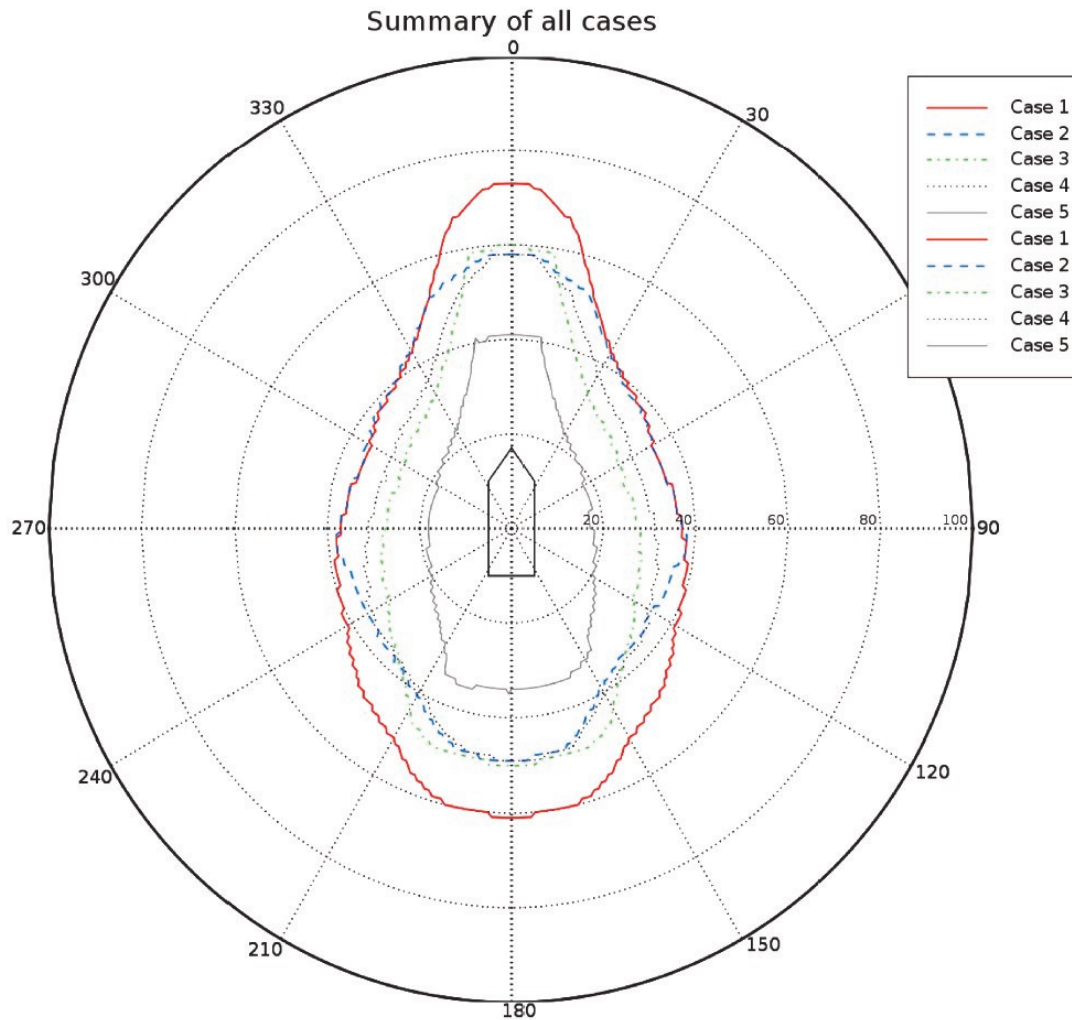


Figure 1: Plot of all cases

Case #	Capability m/s	ERN	Case Description
1	35.0	99	All thrusters in use
2	35.0	99	Minimum effect of one thruster failing
3	26.0	99	Maximum effect of one thruster failing
4	29.0	N/A	Loss of port side of switchboard
5	17.0	N/A	Loss of starboard side of switchboard

Table 1: Summary of all cases analysed

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