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FORTH CONSTRUCTOR



Delivery due Q1 2025

Briggs Marine’s versatile Maintenance Support Vessel measures 40 metres in length and boasts DP2 propulsion as well as additional features including a heave compensated crane, a moonpool, a detachable A-frame, a 4-point mooring system, and a survey project office. Additionally, the design incorporates a demountable Crew Transfer Vessel (CTV) boarding ladder to enhance its ability to support offshore windfarm projects.

The DP2 propulsion system and generous deck outfit has been specified and configured for maximum crew safety and uninterrupted service, even in arduous conditions where necessary.

The diesel-electric propulsion offers significant fuel efficiency as well as compliance with the latest emissions standards.

The Forth Constructor will be able to embrace emerging technologies to utilise transitional fuels and offer drop-in battery capacity to allow zero carbon operations in the future.

### Vessel Details

<b>YEAR OF BUILD</b>	2024 (UK Registered)
<b>LENGTH</b>	39.99m
<b>BREADTH</b>	12.40m
<b>MAX DRAFT</b>	2.65m
<b>OPERATIONAL DRAFT</b>	2.5m
<b>DISPLACEMENT</b>	875t
<b>GROSS TONNAGE</b>	625 GT
<b>MAX SPEED</b>	11kts
<b>MAIN GENERATORS</b>	4 x Scania D16 480 kW
<b>AZIMUTH THRUSTERS</b>	2 x 640kW Hydromaster Series 6
<b>BOW THRUSTERS</b>	2 x 315kW Hydromaster Series 4
<b>4-POINT MOORING SYSTEM</b>	Diver & ROV LARS installation fittings

<b>BUILDER</b>	Freire Shipyard
<b>DP SYSTEM</b>	DP2 Kongsberg
<b>WORKING DECK AREA</b>	180m <sup>2</sup>
<b>MAX DECK LOADING</b>	5t/m <sup>2</sup>
<b>CRANE</b>	Ferri, AHC, 8t @ 13m
<b>ANCHOR WINCHES</b>	2 x Ferri 40t
<b>WINDLASSES</b>	2 x Ferri 10t
<b>KARM FORK</b>	2 x Ferri 40t
<b>MOONPOOL</b>	1.2m x 1.2m
<b>A FRAME</b>	Ferri 20t capacity Removable
<b>CTV Boarding Ladder</b>	Removable
<b>ACCOMMODATION</b>	6 crew in single cabins, ensuite 10 passengers in twin berth cabins, ensuite

# VERSATILE DESIGN

Optimally configured to support Briggs' ongoing contracts with UK Government, offshore wind farms and commercial ports, the vessel will primarily undertake inspection, servicing and replacement of Aids to Navigation (AtoN) and heavy inshore moorings in the UK and overseas.

With a deck cargo capacity of over 75 tonnes at 5t/m<sup>2</sup> and ample deck power supplies, the vessel is also designed to incorporate maximum flexibility for support of other tasks including; ROV deployment, survey duties, geotechnical sampling, benthic surveys, diving, subsea investigation, seabed preparation tasks and other marine projects. The vessel can accommodate 10 charterers personnel on a 24hr operational basis.

## AtoN CONFIGURATION



- Large clear deck area
- Active heave compensated crane
- Deck mounted rollers and winches
- Side and stern rollers
- Two sets of tow pins & karm forks

## SURVEY CONFIGURATION

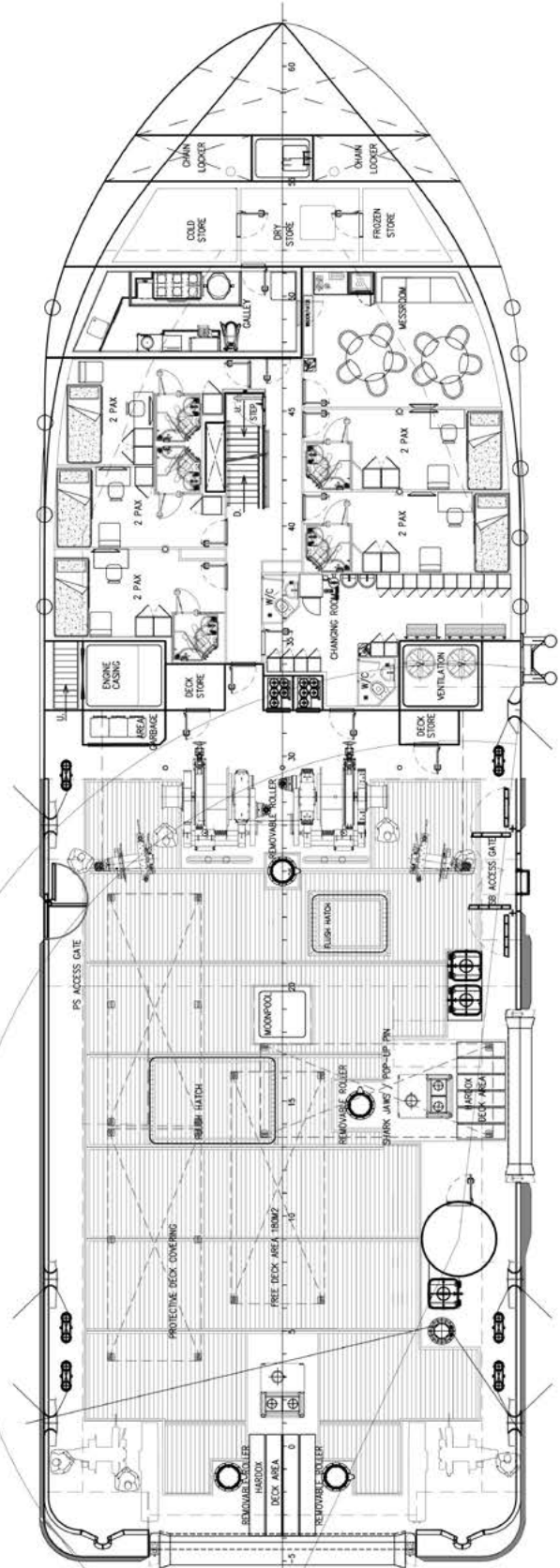
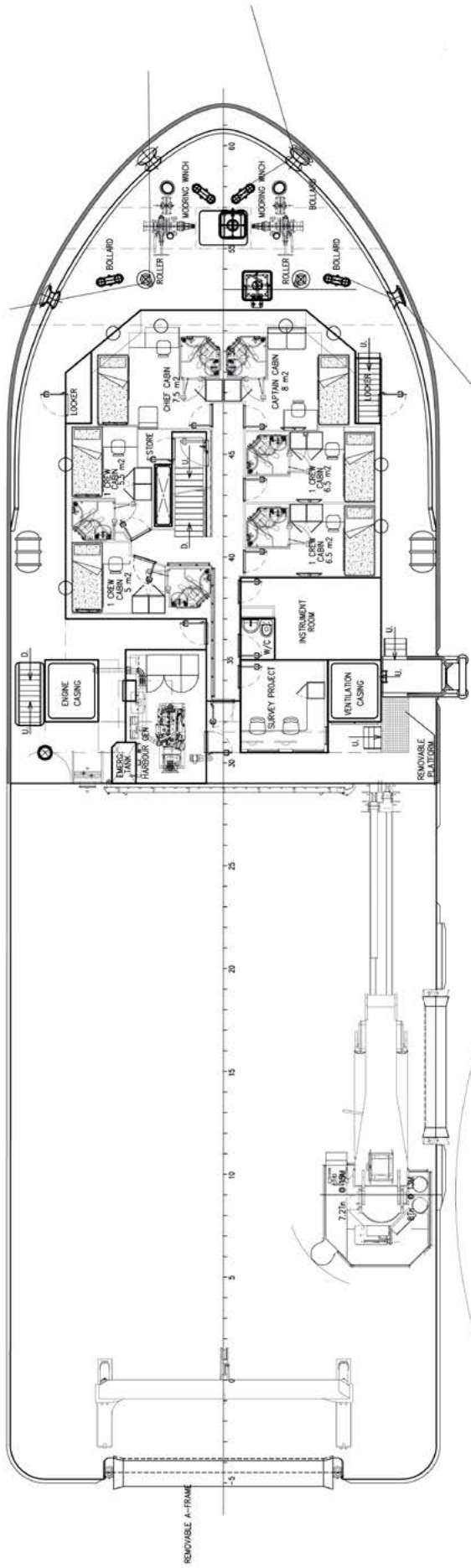
- Large 1.2m x 1.2m moonpool
- Dedicated survey office
- A frame
- ISO container deck fixings for storage
- Deck fittings for ROV LARS



## PROJECT CONFIGURATION



- Active heave compensated crane
- Flexibility to accept a wide range of equipment
- Flexible 'ISO footprint' layouts
- Deck fittings for ROV LARS
- CTV boarding ladder



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