

VESSEL INFO



CLASSIFICATION

DNV | 1A1 | ICE-C | RP(+)



PROPULSION

Dual Shaftline (electric)



FUEL TYPE

Marine Gas Oil (MGO)



GROSS TONNAGE

6,599



LENGTH

89.8m



BREADTH

21m



DRAFT

6m



SPREAD

SEABED

ENDURANCE AT SEA

54 DAYS

PULLING CAPACITY @ 5KTS

72 TON UK

COMMUNICATIONS

4-MB-BANDWIDTH DUAL VSAT

MAX. TRANSIT SPEED

14.5 KNOTS



Qseabed* MULTICOMPONENT SEABED SEISMIC SYSTEM

SW TASMAN

IMO 9488542 | YEAR BUILT: 2010 | FLAG: CYPRUS

Summary as of March 2019

Shearwater reserves the right to alter specifications without prior notice

SEISMIC INFO

122km of Qseabed multi-component seabed seismic system
25m of single-sensor intervals-geophone accelerometers and hydrophone
1,500m maximum depth of Qseabed system streamer

Integrated streamer acoustics and acoustic positioning every 25m
TRINAV* 6 integrated navigation and positioning system

ICE-C = Vessel that may operate in light ice conditions
RP = Propulsion system with redundant design

Efficient Qseabed seismic system
Streamer deployment and recovery speeds greater than 2 knot

25km of multivessel communications link
Infield geophysics capacity including 1,152 cores, 352TB disk storage, and 14 tape drives

Seabed acquisition spread: 160km+

DNV = Det Norske Veritas
1A1 = Vessel for which periodical surveys are stipulated in relation to special (main) periodical survey intervals of 5 years

SHEARWATER



BUILT FOR SAFETY WORLDWIDE

Propulsion and steering system that enables maintaining full control without disruption in the event of any single failure.

Special-purpose ship in full compliance with worldwide offshore safety standards.

X-BOW® hull line design that provides a stable platform for seismic operations; dynamic positioning (DP2) functionality for seabed operations.

Comfort class vessel—good-quality hotel accommodation, including 69 berths and 43 cabins isolated from work areas.

Dual Westplast® high-efficiency workboats, one on each side of the vessel.



BUILT FOR EFFICIENT OPERATIONS

Layout enabling efficient ship-to-ship operations with minimal restrictions (offshore supplies, crew change, and bunkering).

Efficient management of seismic spread, including deployment and recovery of seabed equipment.

Full redundancy on seismic spread components.

Diesel-electric propulsion system that enables flexibility of power generation, fuel efficiency, and propulsion.

Remote support with 24/7 direct connectivity to vessel acquisition systems.



BUILT FOR SEISMIC

High-capacity seismic production.

Large, cost-effective ocean-bottom seismic acquisition with proprietary *Qseabed* system.

Six streamer connection points, each supporting more than 32km of streamer with 2-ms recording sample rate.

Hull-mounted ultrashort baseline positioning system and pole-mounted IRMA* intrinsic ranging by modulated acoustics.

Ability to provide unique range of source solutions, including ALSA, triple source, and SimSource* simultaneous seismic source acquisition and processing technique.

Reveal Seismic Software used onboard every Shearwater vessel.

DNV CLASS

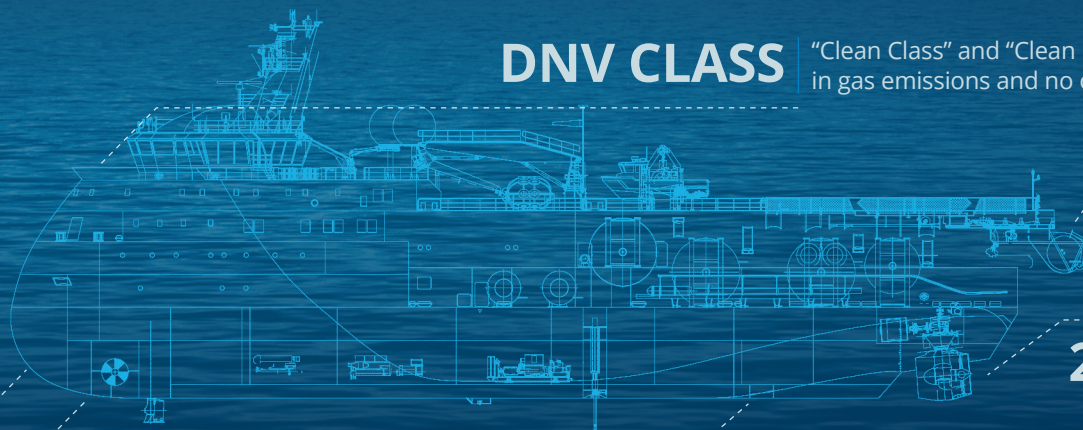
"Clean Class" and "Clean Design" Overall reduction in gas emissions and no overboard discharge

Winterized for Arctic operation (Polar Class 7)

ICE-C CLASS

Improved stability and wider weather operational window

X-BOW



6 Streamer connection points

2 Independent propulsion and steering system

54 Production days' fuel capacity (clean-fuel MGO)

SHEARWATER®