

POLAR PRINCE Specifications

As a former Coast Guard ship the Polar Prince is fitted with all the equipment, insulation, heating, etc. required for operations in polar regions. It is important to note that over the years up to the present time, this vessel has been maintained to the highest of standards as is evident upon inspection and in standing with Coast Guard policies. The Vessel is equipped with a very large freezer and cooler storage compartments as well as dry stores and provisions compartments, helicopter deck and refueling station that can accommodate 4 M3 of fuel. It is equipped to securely operate anywhere in the world.

In 1986, the ship was totally rebuilt by the Canadian Coast Guard to meet all modern specs at a cost of \$25 million. Asbestos was removed, electronics replaced, engines replaced and the bow section was replaced forward of the superstructure. It has a double hull and a full bubbler system for icebreaking. The ship meets or exceeds all health, safety and environmental standards (like HSE and ISM) of any country or company that requires service. Qualified clients will be covered by Contract Frustration Insurance which guarantees Deep Ocean Research's ability to fulfill the contract, thereby eliminating such risk for the Charterer. Currently available for short or long-term charters worldwide.

REGISTRY:

Port of Registry: Ottawa, Ontario, Canada
Official Number: 310141, IMO Number: 5329566

DIMENSIONS:

Length Overall: 72.58 Meters
Breadth: 14.70 Meters
Main Deck: 250 Square Meters
Foscle Deck: 65 Square Meters
After Deck: 25 Square Meters
Capacity of #1 Cargo Hold: 500 M3, #2 Cargo Hold: 550 M3

COMMUNICATIONS:

VHF AM: Collins VHF 251
VHF FM: 1-Motorola MXC 1000, 1-Sailor RT 146
HF: 1-Harris RF3200, 1-Triton X, 1-Triton40S
SatComm: Magnavox MX2400
Weather Fax: Weather Fax
Weather Fax: Ultimateast 2.0

NAVIGATION:

Full Bridge Navigation Package with Elelectronic Fire Monitoring and Alarm System.
Gyro: 2-Sperry MK 37
Radar (1): Sperry 4016X-59CP, (2): Sperry Rascar-29CP
Speed Log: Junger SALAccor2
GPS: 1-Trimble NT200D, 1-Trimble Navtrac,
LORAN: Furuno LC90
VHF DF: OAR 320 E
Depth Sounder: Elac Laz 72

REFITS:

1986 Modernized in Halifax shipyard with major rebuild, new hull forward of superstructure, Main engines, generators and installation of Bow-Bubbler System as well as electronics upgrades. In 2008-2009 engines rebuilt, new electronics, all major systems inspected and brought up to specifications.

EQUIPMENT & STATS:

2x60 Ton Carrier AC compressor/condensor
Polar insulation
Full Galley with all Stainless Steel Equipment
2 Lounges - 2 Dining Rooms
Diesel Electric Propulsion; 4 x 1333 HP Fairbanks Morse 8 Cylinder Generators
3 x 3408 CAT generators
Propellers: 2 Fixed Pitch
Thruster: Bow Bubbler System
Net Tonnage: 693 Tonnes
Maximum Load Draft: 4.98 Meters
Fuel Capacity: 600 M3 @ 98% Capacity
Fuel Consumption: 6T per day @ 10 KTS and 3T per day @ 4.5 KTS
Fresh Water Capacity: 214 M/T
2 Hiab Deck Cranes: SWL (Max. 10 M/T down to Min. SWL 1.05 M/T)
Water Separator: Max. Capacity 3.5 M3/Hour
1 Sigma Oily
Retractable Helicopter Storage Hangar
Helicopter Landing Pad
Helicopter Fuel Storage: 4 M3
Ice Class: Medium Class Icebreaker 100A
Cruising Speed: 11 Knots
Maximum Speed: 14.5 Knots
Cruising Range: 10,000 Nautical Miles @ 11.0 Knots
1 Totally Enclosed Lifeboat: Capacity for 52 Persons
Present Available Berths: Single Cabins: 12
Double Berth Cabins: 20
Reverse Osmosis, Fresh Water Maker:
Max. Capacity 15M3 Daily.
Sewage Treatment Plant:
Maximum Capacity 55 Persons Continuous
Flume Stability Tanks: 1 Upper and 1 Lower Tank

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