Hull 074
Muslim Magomayev

walk through the 70 metre fast crew boat

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walk through the 70 metre fast crew boat

Looking at Muslim Magomayev (MM), Incat hull 074, from the wharf the first thing you notice the vessel is divided into two distinct sections. The forward half having the large three deck superstructure containing the passenger accommodation and wheelhouse and the stern half featuring the large aft working deck punctuated by the large Ampelmann walk-to-work stabilised platform.

You can board the vessel using its own passenger gangways, one each side amidships, which rotate outboard and can be lowered to match most wharf heights. The gangway brings you aboard just aft of the superstructure. Alternatively, you can use the main bulwark gates which also double as rescue zones while the vessel is at sea.

The main entry into the superstructure is on the starboard side through double weathertight doors into the main foyer. On entering there is a large passenger baggage storeroom where loose bags and passenger belongings can be stored behind secure grilles. The main foyer runs fore and aft between the tier 1 passenger lounge and the forward electronics rooms.

The foyer contains four individual toilets to port, space for vending machines and fire locker for safety equipment. Through the secure doorway at the forward end you enter the electronics room which contains electrical and electronic equipment for the air conditioning, dynamic position systems and other switchboards.

Immediately opposite the main entry is the door though to the vessel workshop. The workshop contains aluminium benches, storage shelves, tools, equipment and service compressed air to allow the crew to service and maintain onboard equipment.

TIER 1 PASSENGER LOUNGE

At the aft end of the foyer you enter the tier 1 passenger lounge featuring ninety two extremely comfortable passenger seats. The seats are widely spaced, with plenty of leg room and recline to allow personnel to rest while travelling out to offshore rigs. Each seat has individual in-armrest meal trays and entertainment system controls with jack so travellers can listen to music or watch the large screen televisions. Alternatively, they can connect to the internet via the onboard WIFI system through the satellite communications.

At each forward side of the lounge are private VIP lounges each has six passenger seats, storage facilities and wall mounted television. The reclining seats in the lounges have in-arm tables and entertainment system controls. Also, forward is the sick bay with day bed, sink, and secure cabinet separated by a full length curtain, beside the stairs to the tier 2 deck.

THE BRIDGE

At the top of the stairs two doors open into the crew accommodation area which features nine cabins for the fourteen crew, small laundry, a mess area with large settees and galley. The crew cabins, 6 x doubles and 2 x singles, feature windows with blinds, berths, lockers, desk and each have an ensuite with shower, toilet, basin and mirror.

The galley, though compact, has refrigerators, freezer, cooking facilities, stainless steel benches and storage, the space is air conditioned and has safety equipment to keep the space safe.

Aft of the crew accommodation is the tier 2 passenger lounge featuring forty eight passenger seats, two individual toilet rooms and entertainment facilities as per the tier 1 lounge. Both passenger lounges feature large side windows to allow personnel to see outside, air conditioning, hard vinyl floors for serviceability and neutral tones making for a comfortable voyage to the offshore rigs.

Up another set of stairs from the tier 2 deck is the large wheelhouse which contains three distinct operational areas: the forward main helm area, the aft dynamic positioning control station and two bridge wings. The wheelhouse features dark bulkheads, ceilings and floors, heated windows sloping forward, windscreen wipers, overhanging eaves to ensure the crew have good visibility at all times during day or night.

The forward main helm area features the helm stations with state of the art electronics equipment, radars, helm chairs, and controls for operating the ship during the transit voyage.

TIER 2 CREW GALLEY

TIER 2 DOUBLE CABIN

Immediately to port of the helm area is the engineer's console allowing the engineer to control and monitor all onboard machinery, equipment and safety equipment from the bridge. Outboard each side are the enclosed bridge wings to enable the captain to control the vessel when alongside wharf facilities with full view of the vessel's sides.

Facing aft at the rear of the wheelhouse is the Dynamic Positioning (DP) operator's console that has full visibility over the vessel's main aft deck and sides. The console contains all the control and operational equipment associated with dynamic positioning for two personnel. Additional equipment such as VSAT, Fleet Broadband, radio communications equipment, chart table, Electronic Chart Display and Information System (ECDIS) electronic charts, are placed around the wheelhouse. All externally mounted navigational and communication equipment is mounted on the wheelhouse roof.

Each deck features wide side decks to enable the crew to move safely along the full length of the vessel between the main aft deck and the foredeck, which contains the anchor winch, forward void access

TIER 2 CREW ACCOMMODATION LOUNGE

TIER ONE MAIN STAIRS

TIER 2 DOUBLE CABIN DESK AREA

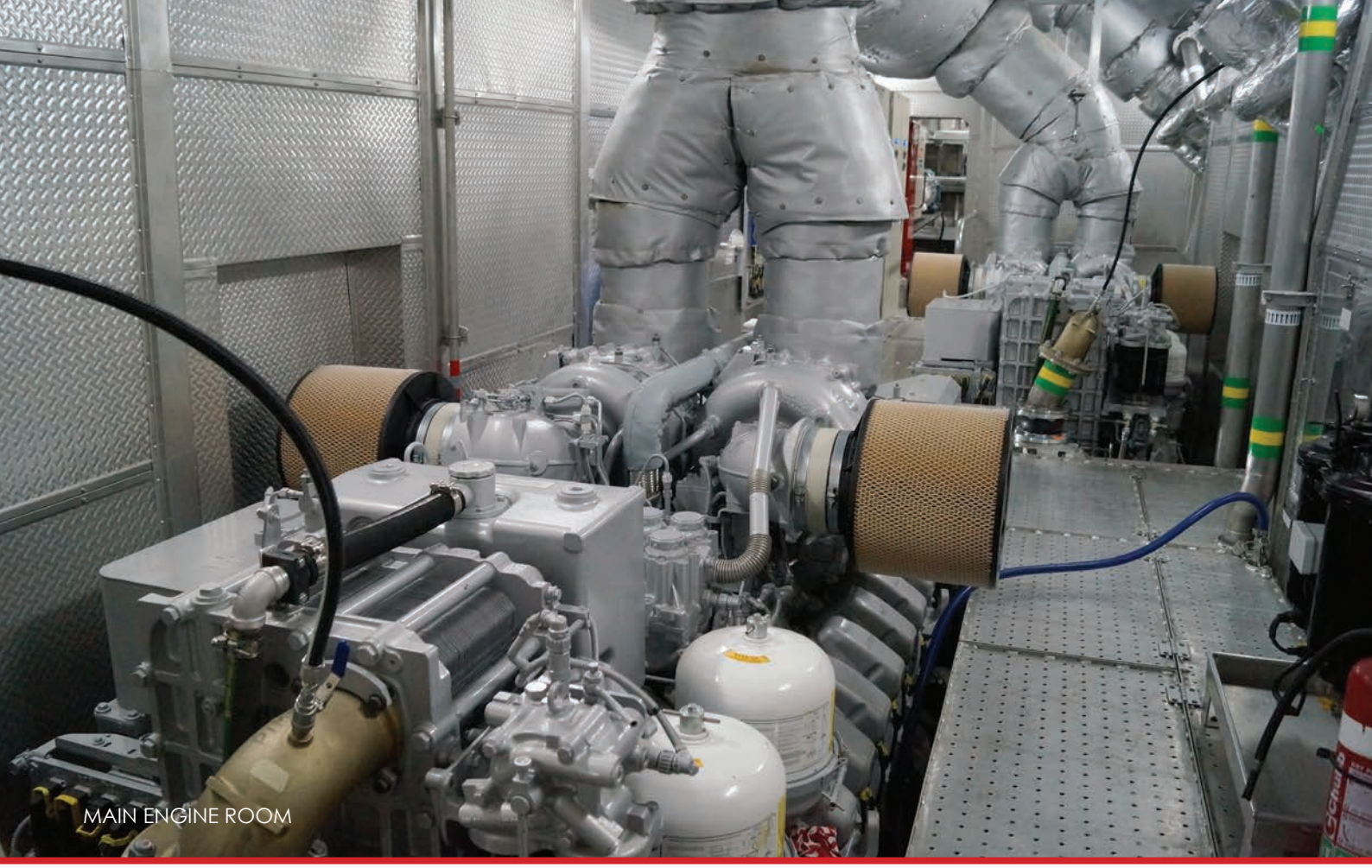
hatches and mooring station. Each mooring station has a hydraulic capstan with remote control, mooring bollard and rope storage reels.

Moving aft onto the main deck, the Ampelmann, a stabilised walk to work platform, designed for safe crew transfers between ship and rig, sits at the forward end of the aft deck. In its stowed position the long telescopic gangway section rests on the deck and the main platform is above your head. When deployed the gangway rotates to starboard reaching out to the offshore platform. Personnel will move on and off the platform from the tier 2 aft superstructure deck.

The aft deck has a large timber deck area with secure tie downs for six 10-foot baggage containers, area for storing Frog personnel transfer capsules and large side rails to protect the vessel ventilation ducts/grilles each side when loading/unloading cargo.

Adjacent to the superstructure entry is a red weathertight door that opens onto a stairway down into the hulls. The hulls feature watertight doors at each bulkhead to allow the crew to walk the full length of the vessel from the forward thrusters void to the jet room. The same door and stairway are on the port side as well.

As a catamaran MM has almost two of everything in the hulls. Two switchboard rooms, tank voids, thruster voids, generator rooms, engines rooms and jet rooms. This duplication is what makes the catamaran design one of the safest vessel structures in the world.



MAIN ENGINE ROOM

At the bottom of the stairs is the watertight door leading into the thrusters void, which contains the two starboard bow thrusters and ancillary equipment. Each thruster is a vertical retractable azimuthing electric drive unit housed in its own void within the hull. To operate, the thruster is lowered below the bottom of the hull to allow it to rotate almost 360 degrees to provide thrust at the bow during dynamic positioning.

Moving aft you find the starboard main switchboard, VFD controls for the thrusters and other electrical distribution equipment. Through the watertight door you enter the fuel tank void.

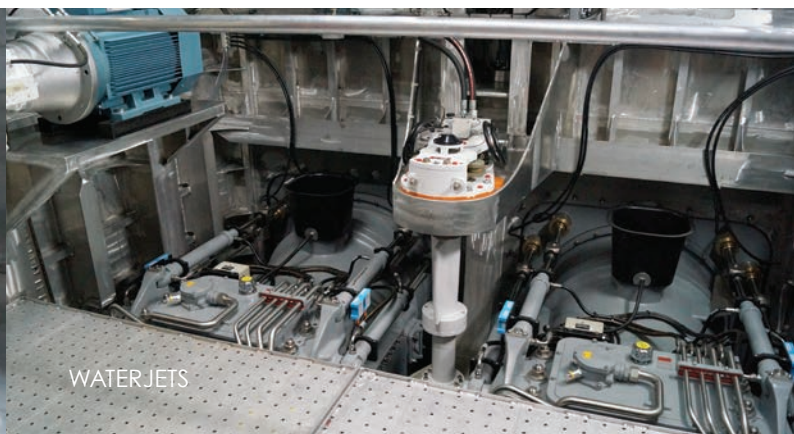
The void contains the main fuel tanks, 25,000 litres per side, vacuum toilet system plus sewage and grey water storage tanks. In the port hull the same void contains the fuel tanks, sea water cooled air conditioning plant, fresh water tanks and fresh water pressure system.

The next void aft contains the sewage treatment plant, oily water system and waste oil/bilge water tanks. The same void in the port hull is dominated by the Ampelmann hydraulic power pack, which provides hydraulic power to the deck mounted Ampelmann platform.

The next two voids aft are machinery spaces and are lined in a pressed stainless steel structural fire protection panel system to ensure a fire can be contained quickly and safely. The first is the generator room, featuring two Caterpillar 550 ekW units, fuel treatment pumps, air compressor and air receiver in each hull. The generators provide electrical power to the main switchboards to power all the vessel domestic services and the bow thrusters.

A fifth emergency generator is located at the forward end of the main deck on the port side. The emergency generator, its fuel tank, switchboard and ancillary equipment are all contained within a dedicated space.

FUEL TANK VOID

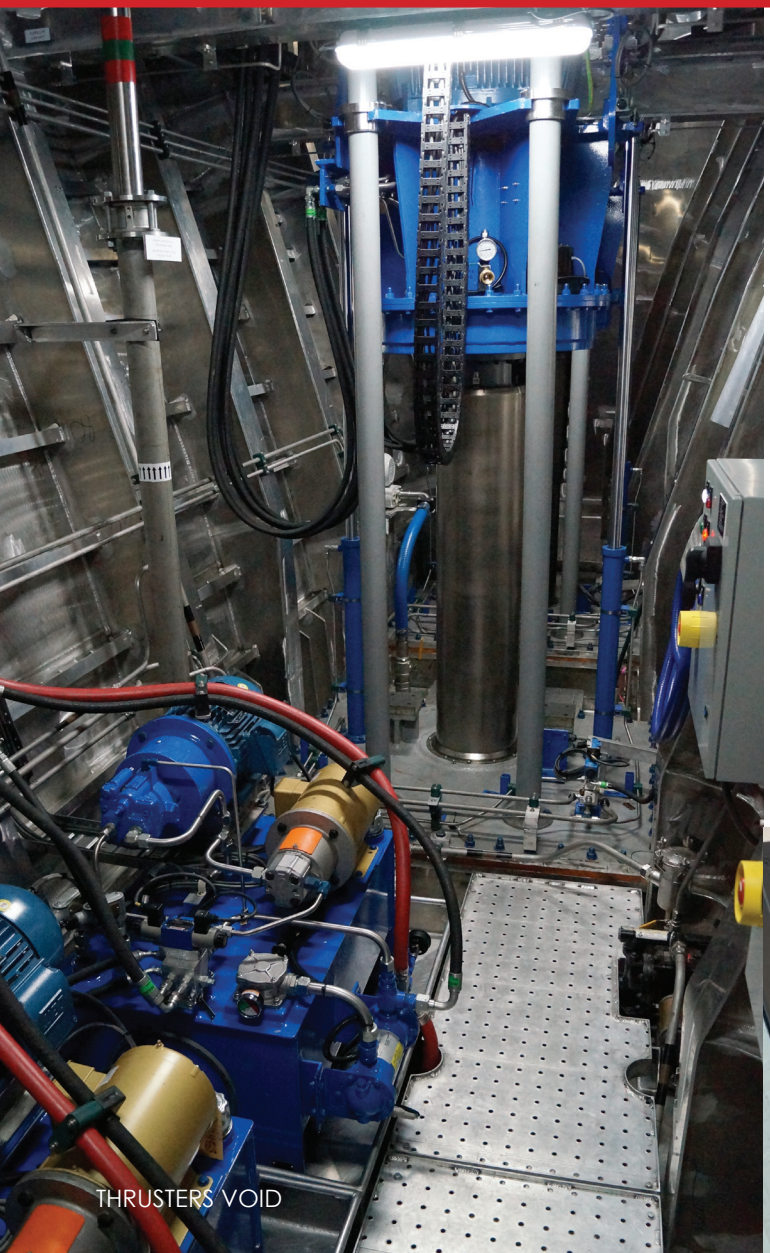


WATERJETS

Aft of the generator room is the main engine room. Each engine room has two MTU engines at 2880 kW each, ZF gearboxes and ancillary equipment. The main engines and generators feature highly effective exhaust systems with dry silencers and water injector outlets in the hull outboard sides to ensure no noise is carried into the passenger and crew spaces.

The aft-most void space contains the Hamilton waterjets and aft hydraulic systems. To reach the main deck you have to climb a ladder on the outboard side. Walking through the hulls, you notice that all the machinery and equipment is readily accessible and labelled to make ongoing maintenance/operations easier for the crew, with major signage in Azerbaijan and English language. Features of the vessel not readily visible are located under the foredeck and hulls. To complement the semi swath hull form and improve ride for passengers in high sea states, MM has a large centre bow that supports the Niaid retractable T-foil, the anchor and forward hydraulic system within. The retractable T-foil has been specifically developed for optimum operation at the speeds the vessel is to operate.

GENERATORS ROOM



THRUSTERS VOID

In addition to the retractable T-foil in the centre bow, each hull has a yaw stabilising rudder and interceptor located at the stern to provide additional ride and directional control.

As part of the safety systems onboard, each side of the vessel has a Man-overboard rescue boat and davit on the wheelhouse deck, a Liferaft System Australia Marine Evacuation System (MES) and spare liferaft on tier 2 and a rescue zone, with Jason's cradle rescue davit on the main deck. The hulls have double bottom watertight voids almost the entire length of each hull. The machinery spaces have NOVEC gas suppression with backup fire sprinklers along with sprinklers in the superstructure.

To assist ongoing maintenance, each main engine and generator has a removable deck hatch above, to allow removal if required, additional equipment removal hatches and a hydraulic crane on the starboard side aft to lift equipment onboard from the dockside.

DP CONTROL