裕民風能航運股份有限公司
U-MING MARINE OFFSHORE COMPANY LIMITED

WS25

UMO MISTRAL
裕風3號

UMO SCIROCCO
裕風5號

台北市敦化南路二段207號遠企大樓19樓 | 19F, No. 207, Tun Hwa S. Rd., Sec. 2, Taipei 10602, Taiwan | commercial@umo.com.tw

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MULTIPURPOSE OFFSHORE SUPPORT

Suitable for transfer of crew and cargo to wind industry, crew change vessel, survey, ROV, standby rescue and guard duties. The vessel design is a proven concept within support vessels for offshore industry built in Norway.

- WS25 UMO Mistral & UMO Scirocco are a combination of the best performances from a trimaran, catamaran and a mono hull
- A Hydrofoil of 10 sq. m horisontal firm plate is mounted at the bottom of the centre hull, which reduces the heave movements

The hull shape combined with the high speed and seaworthiness performed by the Trimaran hull concept and the Swath technology (Small water plane twin hull) provide excellent seaworthiness and fuel economy when the vessel is in transit speed as a Trimaran.

- Hull form of the Trimaran gives crew and passengers optimal sea comfort and less fatigue, and reduced slamming
- The design shows 40% improvement of uptime compared to best catamarans available on the market
- Accommodation and wheelhouse placed aft on the vessel, to reduce heave and pitch for improved seacomfort for both passenger and crew
- Vessel ballasted down at the transfer station, to reduce roll, pitch and heave movements of the vessel to a minimum

The vessel will be able to remain on location for up to 7 days as CTV, guard or chase vessel.

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VESSEL ACCOMMODATION

WS25 UMO Mistral & UMO Scirocco can transport 12 pax. The design is highly equipped for good comfort for passengers.
For example all seats are businessclass similar to airplanes, able to adjust sleeping mode, with necessary entertainment, Wi-Fi, etc. The vessel has 1 single and 2 double cabin with toilet and shower facilities. The crew's living quarters also include galley, mess room, saloon and all necessary equipment for living onboard.

ACTIVE RIDE CONTROL

The vessel has an ACTIVE Ride Control system installed that reduces roll and pitch motions onboard.
The ACTIVE system also includes automatic trim and list control moreover compensating for cross winds or uneven loadings - all in one system.

The fast electric actuated interceptors are controlled by the most advanced control system "ACTIVE" to counteract the wave induced roll and pitch motions of a vessel to improve onboard comfort and operability of the vessel.
It gives between 30-48% roll and pitch reduction in 1.5 to 3 meter wave height, a fuel saving of around 7% and the speed is increasing 1.4 to 1.5 knots.

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SOFT BOW - ACTIVE GANGWAY

The Soft Bow is an active impact reducing system which is built into the hull of the vessel. The Soft Bow is reducing the load impact on the boatlanding system on turbine, offshore vessel/installations by up to 50% and thereby keeping the landing load within the manufactures limitations of the boat landings.

- Reduce the impact load with minimum 50%
- Enable up to 8 times higher approach speed
- Maintaining the impact load inside design criteria
- Fully automatic system and logging all data
- Can be integrated to DP system
- Operated by touch screen panel
- Produced as a box system for easy built into the vessel
- Low maintenance cost, due to simple construction
- Safe transfer due to keeping constant contact to the boat landing
- World Patent

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DATA SHEET

MAIN

Design	Windserver 25
Built	2013
Class	BV / CR
Flag	R.O.C.
Passengers	12
Crew	4-5
Hull	Aluminium
Lenght o.a. (m)	23.7
Beam (m)	9.5
Draught transit/service (m)	1.8 / 2.3
Bunker capacity (liters)	10,000
Fresh water capacity (liters)	800
Max dead weight (t)	17.5
Total forward deck capacity (m^2)	65
Total aft deck capacity (m^2)	12
Forward deck dimensions (m)	14.27 x 9
Main engines	4 x Scania DI 13 405 kW
Gear/Propellers	2 x Servogear 2 x Controllable Pitch Propellers (CPP)
Bow thruster	1 x 60 kW MBH
Auxiliary engines	2 x 29 kW Perkins
Speed (knots) – Weather depending	18
Bunker consumption (liters/hour at max speed at ME load)	350

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Soft Bow (active impact force reduction)	Yes

CARGO HANDLING

Max cargo capacity on deck (t)	10
Deck strenght (t/m²)	1.5
Deck crane (option)	TMP900K
Max lifting capacity (kg)	3,000
Max lifting capacity at max outreach	890kg @ 9.3m

NAVIGATION AND COMMUNICATION

Radar	1 x Sperry X-band
Electronic chart	Chart plotting system
AIS	Saab R4
GMDSS	A1/ A2
Heading system	Sperry GPS Magnetic compass
GPS	Sperry
Depth sounder	Sperry
VHF	1 x Fixed Sailor
	3 x Sailor (Handheld)
Navtex	Sperry

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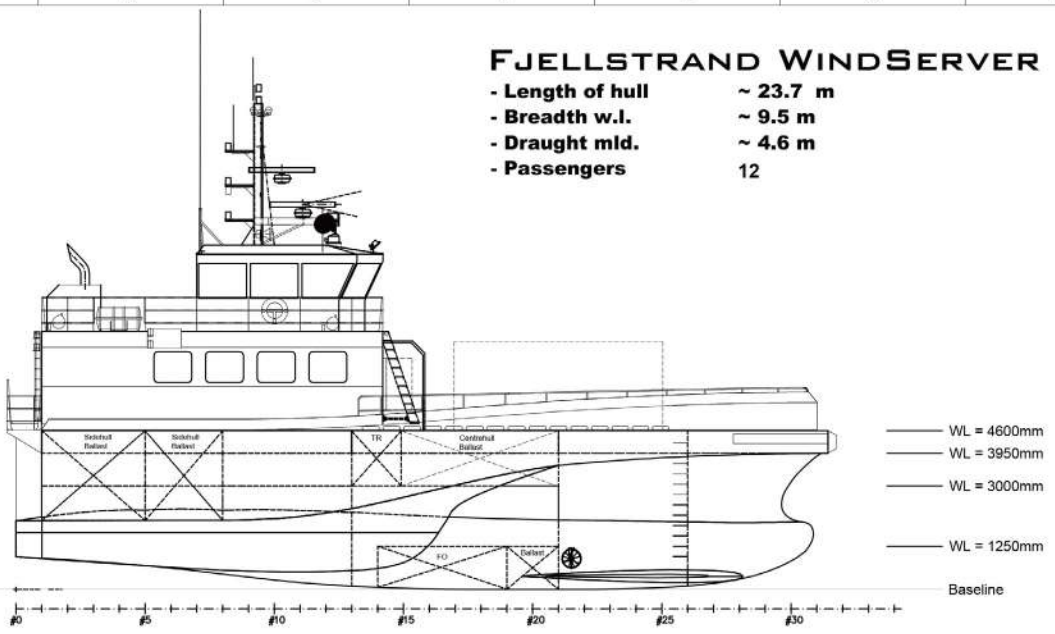
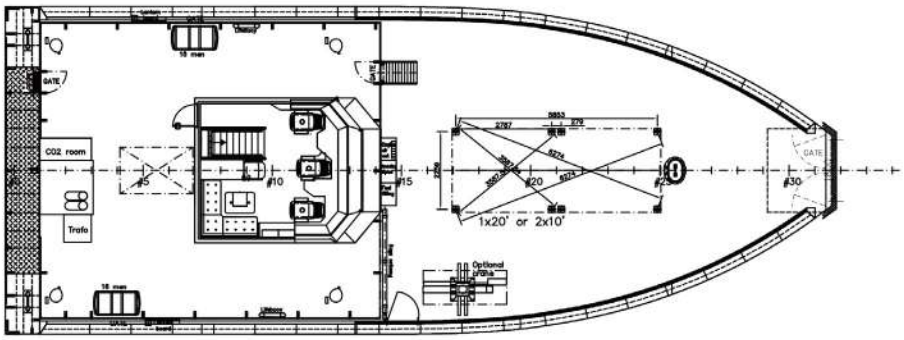
FJELLSTRAND WINDSERVER 25

- **Length of hull** ~ 23.7 m
- **Breadth w.l.** ~ 9.5 m
- **Draught mld.** ~ 4.6 m
- **Passengers** 12

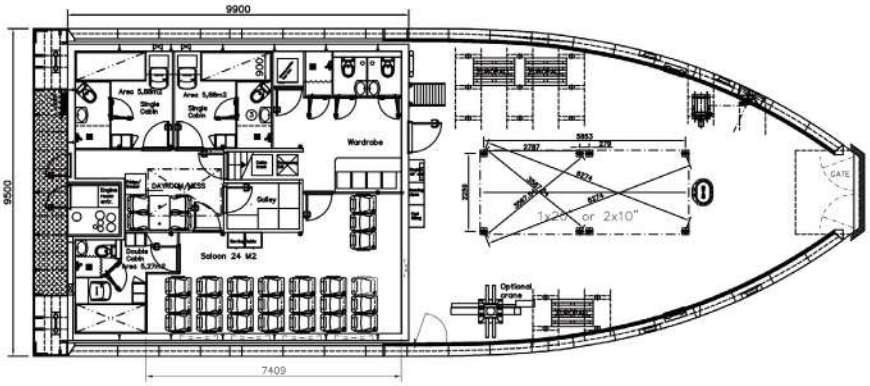
PROFILE



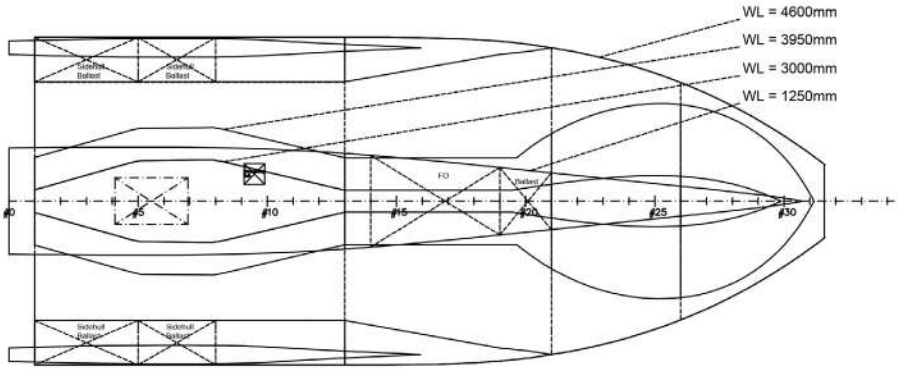
WHEELHOUSE DECK



MAIN DECK



HULL



Also valid for yard 1691–1692–1693

Rev.	Area	Date	Description	Made by	Chk'd	Appr.
0		02.08.2016	24 pax seats	JU		
D		08.05.2013	As built	BR		
C		15.01.2013	Radar, mast rev. Rolling, Marsoft Wh.Deck rev. Rescue sling added.	BR		
B		01.11.2012	Superstructure layout, exhaust, fuel oil increased, etc	OKO		
A		07.09.2012	Hull size increased ref WindServer 25 alt/008, added hull arrangement	OKO		
0		11.06.2012	Building numbers given	JFF		
8		04.06.2012	General update according to building specification Spec0420.pdf	OKO		
5		28.05.2012	General update according to building specification Spec0420.pdf	OKO		
4		22.03.2012	General update according to building specification Spec0420.pdf	OKO		

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Date 12.03.2012	Drawn ET	Traced	Scale 1:75
Checked by:	Appr. date:	Approved by:	

Title: GENERAL ARRANGEMENT

Omavegen 225, 5632 Omastrand, NORWAY

CAD system: AutoCAD | Proj method:

Project/Vessel:

Drawing number: 1690–100–401–D | Format: A1

Replacement for:

Replaced by:

裕民風能航運

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