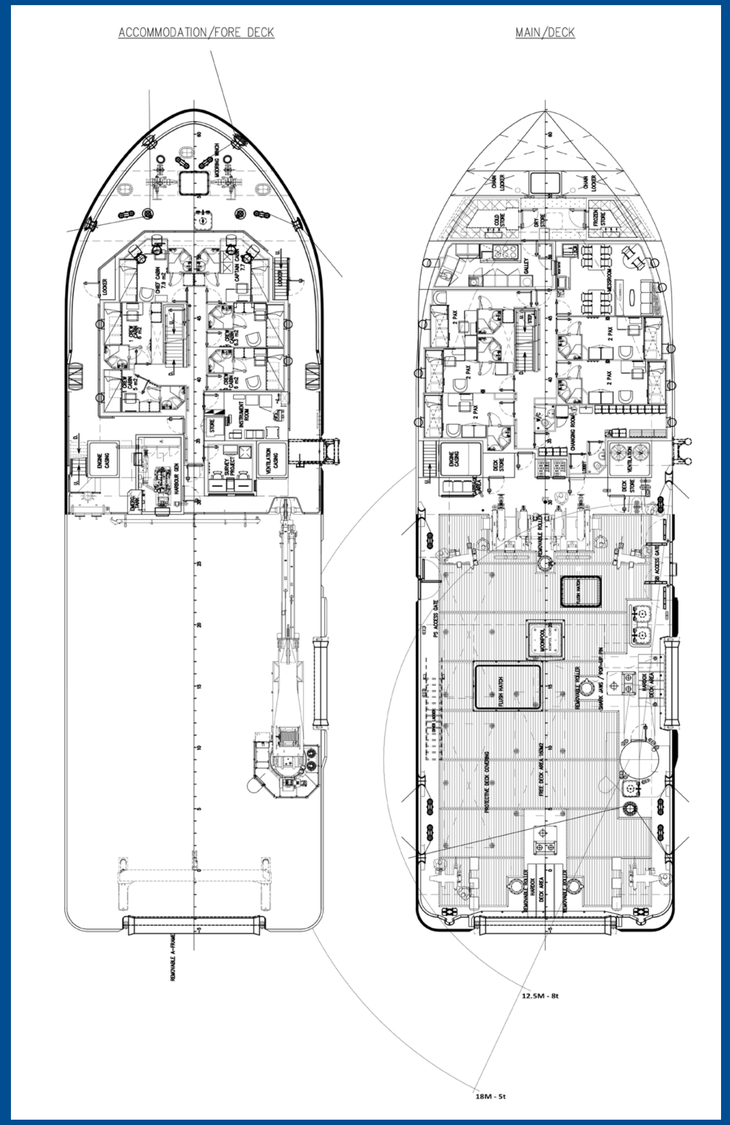


VERSATILE DESIGN

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/m² 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 up to 9 charterers personnel on a 12hr 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 & 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 incorporating ISO deck fittings
- Dedicated project office
- Deck fittings for ROV LARS
- CTV boarding ladder

T: +44 (0)1592 872939 E: enquiries@briggsmarine.com W: briggsmarine.com

briggsmarine.com

Briggs

briggsmarine.com

FORTH CONSTRUCTOR

FORTH CONSTRUCTOR

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.

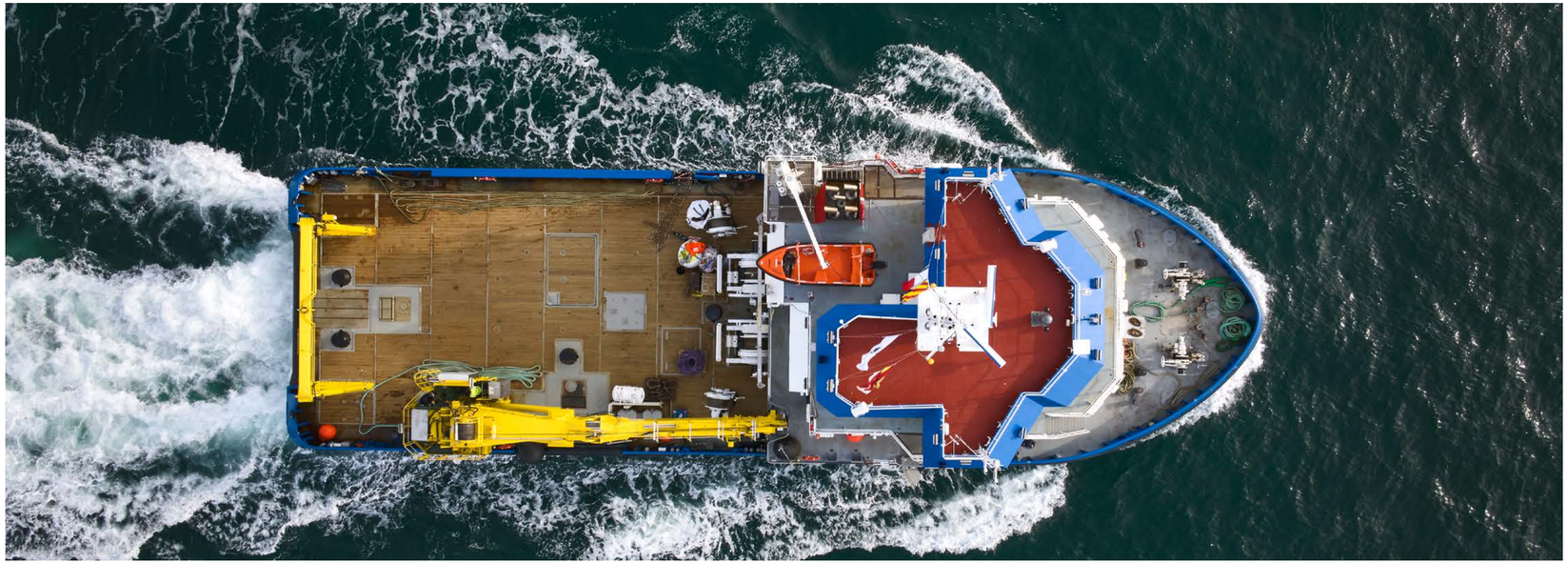
The DP2 propulsion system and generous deck outfit has been specified and configured for maximum crew safety and uninterrupted service, even in arduous conditions where necessary.

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

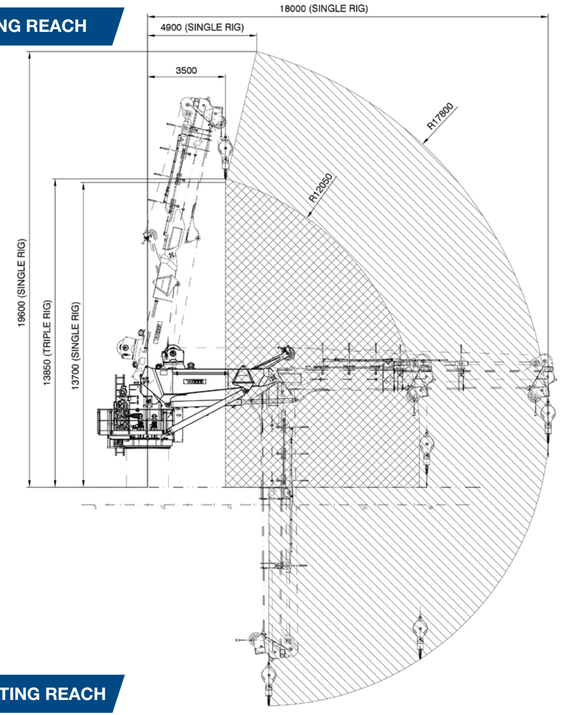
The Forth Constructor will be able to embrace emerging technologies to utilise transitional fuels and offer drop-in battery capacity to allow zero carbon operations in the future.

YEAR OF BUILD	2025
LENGTH	40m
BREADTH	12.40m
MAX DRAFT	2.65m
OPERATIONAL DRAFT	2.5m
DISPLACEMENT	875t
GROSS TONNAGE	636 GT
MAX SPEED	11kts
BOLLARD PULL	22.0t
MAIN GENERATORS	4 x Scania D16 480 kW
AZIMUTH THRUSTERS	2 x 640kW Hydromaster Series 6
BOW THRUSTERS	2 x 315kW Hydromaster Series 4
CLASSIFICATION	Lloyds Register ✠100 A1 Anchor Handler/ Diving Support Vessel, *LMC, BWTS, EGCN(SCR), UMS, DP(AA), *IWS

BUILDER	Freire Shipyard
PORT OF REGISTRY	Leith
DP SYSTEM	DP2 Kongsberg
WORKING DECK AREA	180m²
MAX DECK LOADING	5t/m²
DECK CARGO CAPACITY	75t
CRANE	Ferri, AHC, 8t @ 12.5m
ANCHOR WINCHES	2 x Ferri 40t
WINDLASSES	2 x Ferri 10t
TOW PINS & FORKS	2 x Ferri 40t
MOONPOOL	1.2m x 1.2m
4-POINT MOORING SYSTEM	
DIVER & ROV LARS INSTALLATION FITTINGS	
DEMOUNTABLE CTV BOARDING LADDER	
DEMOUNTABLE 20t A FRAME	
ACCOMMODATION	7 crew in single cabins (ensuite) 9 passengers in twin berth cabins (ensuite)



CRANE OPERATING REACH



A-FRAME OPERATING REACH