### Vessel Characteristics

<table>
<thead>
<tr>
<th></th>
<th>JONES TIDE</th>
<th>CAMPOS TIDE as shown</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Length, Overall:</strong></td>
<td>274.9 ft</td>
<td>83.8 m</td>
</tr>
<tr>
<td><strong>Beam:</strong></td>
<td>59.1 ft</td>
<td>18 m</td>
</tr>
<tr>
<td><strong>Depth:</strong></td>
<td>27.6 ft</td>
<td>8.4 m</td>
</tr>
<tr>
<td><strong>Maximum Draft:</strong></td>
<td>22.3 ft</td>
<td>6.8 m</td>
</tr>
<tr>
<td><strong>Minimum Height:</strong></td>
<td>89.8 ft</td>
<td>27.4 m</td>
</tr>
<tr>
<td><strong>Freeboard:</strong></td>
<td>5.2 ft</td>
<td>1.6 m</td>
</tr>
<tr>
<td><strong>Displacement:</strong></td>
<td>7,330 lt</td>
<td>7,450 mt</td>
</tr>
<tr>
<td><strong>Deadweight:</strong></td>
<td>4,510 lt</td>
<td>4,580 mt</td>
</tr>
<tr>
<td><strong>Clear Deck Space:</strong></td>
<td>200 x 49 ft</td>
<td>59.8 x 15 m</td>
</tr>
<tr>
<td><strong>Clear Deck Area:</strong></td>
<td>9,470 ft²</td>
<td>880 m²</td>
</tr>
<tr>
<td><strong>Deck Strength:</strong></td>
<td>2,050 lb/ft²</td>
<td>10 t/m²</td>
</tr>
</tbody>
</table>

**Class Notations:**
- ABS: +A1, OSV, +AMS, (E), FFV-1, +DPS-2, +ACCU, ENVIRO, HAB(WB), UWILD, SPS 2008, GP
**TIDEWATER** JONES TIDE

### Deck Cargo:

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel Oil:</td>
<td>2,200 t</td>
</tr>
<tr>
<td>Potable Water:</td>
<td>1,030 m³</td>
</tr>
<tr>
<td>Fresh Water:</td>
<td>1,970 m³</td>
</tr>
<tr>
<td>Drill/Ballast Water:</td>
<td>250 m³</td>
</tr>
<tr>
<td>Bulk Tanks (4 tanks):</td>
<td>240 m³</td>
</tr>
<tr>
<td>Liquid Mud (23 lbs/gal):</td>
<td>1,490 m³</td>
</tr>
<tr>
<td>Base Oil:</td>
<td>400 m³</td>
</tr>
<tr>
<td>Methanol:</td>
<td>340 m³</td>
</tr>
</tbody>
</table>

### Capacities (Approximate values assuming Ideal Conditions)

- **Fuel Consumption Vs Speed**
  - **Maximum:** 20 m³/day (220 gph) @ 14 knots
  - **Cruising:** 13 m³/day (150 gph) @ 12 knots
  - **Economical:** 8.6 m³/day (95 gph) @ 10 knots
  - **Standby:** 2.7 m³/day (29.5 gph) @ 0 knots

- **Range @ 8 Knots:** 13,400 nm

### Diesel Electric Vessel

- **Propulsive/Total HP:** 4,290 / 9,270
- **Z-Drives:** Yes
- **Propellers (2):** 1600 KW Twinpropeller FPP
- **Primary Generators (4):** 1,730 kw / 690 v / 60 hz
  - **Driven by:** Main Engines
- **Emergency Generators (1):** 420 kw / 440 v / 60 hz
  - **Driven by:** CAT C-18
- **Bow Thruster (2):** Tunnel/Retractable Azimuth
  - **Driven by:** 880 KW MOTOR
- **Total Thrust:** 29.5 st / 26.7 mt

### Anchors (2):

- **Spek Type**
- **Anchor Chain:** 260 m of 45.7 mm chain per side

### Crane:

- **2 t @ 18 m**

### Capstans (2):

- **8 t RRM CH80-E**

### Tugger (2):

- **10 t RRM TUW 100F**

### No of Berths:

- **44**
  - 1-man cabins: 8
  - 2-man cabins: 13
  - 4-man cabins: 1
  - Certified to Carry: 44
  - Hospital: Yes

### Machinery

- **Radar(s):**
  - Yes
- **Depth Sounder:**
  - 1
- **Gyro Compass:**
  - 3
- **Doppler Log:**
  - 1
- **Radio:**
  - 3 x VHF

### Nav/Comms Equip.

- **Firefighting:**
  - FiFi-1
- **Dynamic Positioning:**
  - DP-2 Classed
- **Ref. Systems:**
  - 2 x MRU; 2 x DGPS
  - 1 x Laser-based; 1 x Radar-based
- **Mud Recirculation:**
  - Yes
- **Mud Mixers:**
  - Yes
- **Rescue Boat:**
  - (1) Solas Approved

### Deck Equip.

- **Anchors (2):** Spek Type
- **Anchor Chain:** 260 m of 45.7 mm chain per side
- **Crane:** 2 t @ 18 m
- **Capstans (2):** 8 t RRM CH80-E
- **Tugger (2):** 10 t RRM TUW 100F

### Special Equip.

- **Flag:** CANADIAN
- **IMO No.:** 9697052
- **Year Built:** 2014
- **Builder:** JIANGSU ZHENJIANG SYARD
- **Call Sign:** CFN7290
- **Tonnage (ITC):** 3927 GT / 1425 NT

### NOTICE:
The data contained herein is provided for convenience of reference to allow users to determine the suitability of the Company’s equipment. The data may vary from the current condition of equipment which can only be determined by physical inspection. The Company has exercised due diligence to ensure that the data contained herein is reasonably accurate. However, the Company does not warrant the accuracy or completeness of the data. In no event shall Company be liable for any damages whatsoever arising out of the use or inability to use the data contained herein. Fuel consumption figures are historically conservative approximations.