



CAMPOS TIDE as shown
MONTY ORR TIDE similar

Vessel Characteristics

| | | |
|-------------------|--------------------------|---------------------|
| Length, Overall: | 274.9 ft | 83.8 m |
| Beam: | 59.1 ft | 18 m |
| Depth: | 27.6 ft | 8.4 m |
| Maximum Draft: | 22.3 ft | 6.8 m |
| Minimum Height: | 89.8 ft | 27.4 m |
| Freeboard: | 5.2 ft | 1.6 m |
| Displacement: | 7,330 lt | 7,450 mt |
| Deadweight: | 4,460 lt | 4,530 mt |
| Clear Deck Space: | 196 x 49 ft | 60 x 15 m |
| Clear Deck Area: | 9,470 ft ² | 880 m ² |
| Deck Strength: | 2,050 lb/ft ² | 10 t/m ² |

Class Notations:
ABS: +A1, OSV, +AMS, (E), FFV-1, +DPS-2, +ACCU, ENVIRO,MLC-
ACCOM, UWILD, GP

TIDEWATER[®]

MONTY ORR TIDE

VARD PSV 08

TIDEWATER[®] MONTY ORR TIDE

Capacities

| | | |
|--------------------------|-----------------------|----------------------|
| Deck Cargo: | 2,110 lt | 2,140 t |
| Fuel Oil: | 272,000 gal | 1,030 m ³ |
| Potable Water: | 28,500 gal | 110 m ³ |
| Fresh Water: | 519,000 gal | 1,970 m ³ |
| Drill/Ballast Water: | 64,700 gal | 250 m ³ |
| Bulk Tanks (4 tanks): | 8,620 ft ³ | 240 m ³ |
| Liquid Mud (23 lbs/gal): | 9,400 bbl | 1,490 m ³ |
| Base Oil | 2,500 bbl | 400 m ³ |
| Methanol: | 2,160 bbl | 340 m ³ |

Machinery

| | | | |
|---------------------------|----------------------------|---------|-------|
| 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: | CAT 3512C | | |
| 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 | |

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 |

Accommodations

| | |
|---------------------|-----|
| Nº of Berths: | 36 |
| 1-man cabins: | 14 |
| 2-man cabins: | 6 |
| 3-man cabins: | 2 |
| 4-man cabins: | 1 |
| Certified to Carry: | 36 |
| Hospital: | Yes |

Performance

| | | |
|--|---|------------------------------|
| (Approximate values assuming Ideal Conditions) | | |
| <i>Fuel Consumption Vs Speed</i> | | |
| Maximum: | 19.6 m ³ /day (220 gph) @ 14 knots | |
| Cruising: | 13.4 m ³ /day (150 gph) @ 12 knots | |
| Economical: | 8.6 m ³ /day (95 gph) @ 10 knots | |
| Standby: | 2.7 m ³ /day (29.5 gph) @ 0 knots | |
| Range @ 8 Knots: | 13,400 nm | |
| <i>Transfer Rates</i> | | |
| Fuel Oil: | 880 gpm @ 290 ft | 200 m ³ /h @ 90 m |
| Fresh Water: | 880 gpm @ 290 ft | 200 m ³ /h @ 90 m |
| Drill/Ballast Water: | 880 gpm @ 290 ft | 200 m ³ /h @ 90 m |
| Bulk: | 35.9 cfm @ 190 ft | 61 m ³ /h @ 57 m |
| Liquid Mud: | 330 gpm @ 800 ft | 75 m ³ /h @ 240 m |
| Base Oil: | 660 gpm @ 290ft | 150 m ³ /h @ 90 m |
| Brine: | 330 gpm @ 800 ft | 75 m ³ /h @ 240 m |
| Methanol: | 330 gpm @ 400 ft | 75 m ³ /h @ 120 m |

Nav/Comms Equip.

| | |
|----------------|---------|
| Radar(s): | 2 |
| Depth Sounder: | 1 |
| Gyro Compass: | 3 |
| Doppler Log: | 1 |
| Radio: | 3 x VHF |

Special 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 |

Registration

| | |
|----------------|-------------------------|
| Flag: | Brazil |
| IMO Nº: | 9697076 |
| Year Built: | 2015 |
| Builder: | JIANGSU ZHENJIANG SYARD |
| Call Sign: | PQ1511 |
| 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. Company has exercised due diligence to insure that the data contained herein is reasonably accurate. However, 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.