<table>
<thead>
<tr>
<th>Vessel Characteristics</th>
<th></th>
<th></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>4,530 lt</td>
<td>4,610 mt</td>
</tr>
<tr>
<td><strong>Clear Deck Space:</strong></td>
<td>196 x 49 ft</td>
<td>60 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, MLC-ACCOM, UWILD, GP

CAMPOS TIDE as shown
PATERSON TIDE similar
### Capacities

<table>
<thead>
<tr>
<th>Cargo Type</th>
<th>Capacity (Approximate values assuming Ideal Conditions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deck Cargo:</td>
<td>2,160 lt 2,200 t</td>
</tr>
<tr>
<td>Fuel Oil:</td>
<td>272,000 gal 1,030 m³</td>
</tr>
<tr>
<td>Potable Water:</td>
<td>28,500 gal 110 m³</td>
</tr>
<tr>
<td>Fresh Water:</td>
<td>519,000 gal 1,970 m³</td>
</tr>
<tr>
<td>Drill/Ballast Water:</td>
<td>64,700 gal 250 m³</td>
</tr>
<tr>
<td>Bulk Tanks (4 tanks):</td>
<td>8,620 ft³ 240 m³</td>
</tr>
<tr>
<td>Liquid Mud (23 lbs/gal):</td>
<td>9,400 bbl 1,490 m³</td>
</tr>
<tr>
<td>Base Oil</td>
<td>2,500 bbl 400 m³</td>
</tr>
<tr>
<td>Methanol:</td>
<td>2,160 bbl 340 m³</td>
</tr>
</tbody>
</table>

### Performance

- **Fuel Consumption Vs Speed**
  - Maximum: 19.6 m³/day (220 gph) @ 14 knots
  - Cruising: 13.4 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

### Transfer Rates

- **Fuel Oil:** 880 gpm @ 290 ft 200 m³/h @ 90 m
- **Fresh Water:** 880 gpm @ 290 ft 200 m³/h @ 90 m
- **Drill/Ballast Water:** 880 gpm @ 290 ft 200 m³/h @ 90 m
- **Bulk:** 35.9 cfm @ 190 ft 61 m³/h @ 57 m
- **Liquid Mud:** 330 gpm @ 800 ft 75 m³/h @ 240 m
- **Base Oil:** 660 gpm @ 290 ft 150 m³/h @ 90 m
- **Brine:** 330 gpm @ 800 ft 75 m³/h @ 240 m
- **Methanol:** 330 gpm @ 400 ft 75 m³/h @ 120 m

### 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

### Nav/Comms Equip.

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

### 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

### Special 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:** 40
  - 1-man cabins: 14
  - 2-man cabins: 5
  - 4-man cabins: 4
  - Certified to Carry: 40
  - Hospital: Yes

### Registration

- **Flag:** VANUATU
- **IMO No:** 9697088
- **Year Built:** 2015
- **Builder:** JIANGSU ZHENJIANG SYARD
- **Call Sign:** YJTY4
- **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.