Vessel Characteristics

Length, Overall: 268 ft  81.7 m
Beam: 59.1 ft  18 m
Depth: 25.6 ft  7.8 m
Maximum Draft: 21.3 ft  6.5 m
Light Draft: 10.1 ft  3.1 m
Minimum Height: 92.2 ft  28.1 m
Freeboard: 4.3 ft  1.3 m
Displacement: 6,610 lt  6,710 mt
Deadweight: 4,060 lt  4,130 mt
Clear Deck Space: 188 x 49 ft  57 x 15 m
Clear Deck Area: 8,930 ft²  830 m²
Deck Strength: 2,050 lb/ft²  10 t/m²

Class Notations:
DNV: +1A1, Fire Fighter(I), OSV, STANDBY VESSEL, CLEAN (DESIGN), COMF-V(3)C(3), DK(+), DYNPOS-AUTR, E0, HL(2.8), ICE-C, LFL*, NAUT-OSV(A), OILREC, SF

Last update: 5/28/2020
### Capacities

<table>
<thead>
<tr>
<th>Deck Cargo:</th>
<th>2,280 lt</th>
<th>2,320 t</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel Oil:</td>
<td>224,000 gal</td>
<td>850 m³</td>
</tr>
<tr>
<td>Potable Water:</td>
<td>32,900 gal</td>
<td>120 m³</td>
</tr>
<tr>
<td>Fresh Water:</td>
<td>168,000 gal</td>
<td>640 m³</td>
</tr>
<tr>
<td>Drill/Ballast Water:</td>
<td>421,000 gal</td>
<td>1,590 m³</td>
</tr>
<tr>
<td>Bulk Tanks (4 tanks):</td>
<td>10,700 ft³</td>
<td>300 m³</td>
</tr>
<tr>
<td>Liquid Mud (23 lbs/gal):</td>
<td>8,010 bbl</td>
<td>1,270 m³</td>
</tr>
<tr>
<td>Base Oil:</td>
<td>1,920 bbl</td>
<td>310 m³</td>
</tr>
<tr>
<td>Methanol:</td>
<td>1,400 bbl</td>
<td>220 m³</td>
</tr>
<tr>
<td>Lube Oil:</td>
<td>5,310 gal</td>
<td>20.1 m³</td>
</tr>
</tbody>
</table>

### Performance

#### Fuel Consumption vs Speed
- **Maximum:** 19.7 m³/day (220 gph) @ 14 knots
- **Cruising:** 16.6 m³/day (180 gph) @ 13 knots
- **Economical:** 9 m³/day (99 gph) @ 10 knots
- **Standby:** 1.1 m³/day (11.9 gph) @ 0 knots

**Range @ 13 Knots:** 15,900 nm

#### Transfer Rates
- **Fuel Oil:** 880 gpm @ 300 ft 200 m³/h @ 92 m
- **Fresh Water:** 880 gpm @ 300 ft 200 m³/h @ 92 m
- **Drill/Ballast Water:** 660 gpm @ 300 ft 150 m³/h @ 92 m
- **Bulk:** 44.4 cfm @ 190 ft 75.4 m³/h @ 57 m
- **Liquid Mud:** 440 gpm @ 800 ft 100 m³/h @ 240 m
- **Base Oil:** 440 gpm @ 300 ft 100 m³/h @ 92 m
- **Brine:** 440 gpm @ 690 ft 100 m³/h @ 210 m
- **Methanol:** 440 gpm @ 300 ft 100 m³/h @ 92 m

### Diesel Electric Vessel
- **Propulsive/Total HP:** 4,290 / 8,560
- **Z-Drives:** Yes
- **Propellers (2):** Rolls Royce Azipull 1600 KW
- **Primary Generators (2):** 2,250 kw 690 v 60 hz
  - Driven by: CAT 3516C
- **Secondary Generators 2:** 940 kw 690 v 60 hz
  - Driven by: CAT C32
- **Emergency Generators (1):** 140 kw 690 v 60 hz
  - Driven by: Caterpillar C6.6 ACERT
- **Bow Thruster (3):** Brunvoll FU-74-LTC-2000
  - Driven by: 800kW Electric Motor
- **Total Thrust:** 40 st 36.5 mt

### Machinery
- **Radar(s):** 2
- **Depth Sounder:** 1
- **Gyro Compass:** 3
- **Doppler Log:** 1
- **Radio:** 3 x VHF; 1 x SSB
- **Satellite Comms:** 2xINMARSAT-C, 1xFLEET BROADBAND 250

### Deck Equip.
- **Anchors (2):** 7275 LBS STOCKLESS BOWER
- **Anchor Chain:** 250 m of 45.7 mm chain per side
- **Crane:** 2 t @ 17.1 m
- **Capstans (2):** 8 t SEAONICS
- **Tugger (2):** 10 t SEAONICS

### Special Equip.
- **Firefighting:** FIFI-1
- **Dynamic Positioning:** DP-2 CLASSED
- **Ref. Systems:** 3 x MRU; 2 x DGPS
  - 1 x Laser-based; 1 x Radar-based
- **Mud Recirculation:** Yes
- **Mud Mixers:** Yes
- **Tank Cleaning:** Yes
- **Rescue Boat:** NOREQ FRB 650 10 Man FRC

### Accommodations
- **No of Berths:** 28
- **1-man cabins:** 16
- **4-man cabins:** 3
- **Certified to Carry:** 28
- **Hospital:** Yes

### Registration
- **Flag:** VANUATU
- **IMO No:** 9732967
- **Year Built:** 2015
- **Builder:** VARD VUNG TAU LTD
- **Call Sign:** YJWK4
- **Tonnage (ITC):** 3564 GT 1302 NT

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**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.