<table>
<thead>
<tr>
<th>Vessel Characteristics</th>
<th>Length, Overall:</th>
<th>310.5 ft</th>
<th>94.7 m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beam:</td>
<td>68.9 ft</td>
<td>21 m</td>
<td></td>
</tr>
<tr>
<td>Depth:</td>
<td>27.9 ft</td>
<td>8.5 m</td>
<td></td>
</tr>
<tr>
<td>Maximum Draft:</td>
<td>23 ft</td>
<td>7 m</td>
<td></td>
</tr>
<tr>
<td>Light Draft:</td>
<td>11.5 ft</td>
<td>3.5 m</td>
<td></td>
</tr>
<tr>
<td>Minimum Height:</td>
<td>92.5 ft</td>
<td>28.2 m</td>
<td></td>
</tr>
<tr>
<td>Freeboard:</td>
<td>5 ft</td>
<td>1.5 m</td>
<td></td>
</tr>
<tr>
<td>Displacement:</td>
<td>9,080 lt</td>
<td>9,220 mt</td>
<td></td>
</tr>
<tr>
<td>Deadweight:</td>
<td>5,520 lt</td>
<td>5,610 mt</td>
<td></td>
</tr>
<tr>
<td>Clear Deck Space:</td>
<td>300 x 57 ft</td>
<td>70.1 x 17.5 m</td>
<td></td>
</tr>
<tr>
<td>Clear Deck Area:</td>
<td>12,700 ft²</td>
<td>1,180 m²</td>
<td></td>
</tr>
<tr>
<td>Deck Strength:</td>
<td>2,050 lb/ft²</td>
<td>10 t/m²</td>
<td></td>
</tr>
<tr>
<td>Class Notations:</td>
<td>DNV: +1A1, ICE-C, WINTERIZED BASIC, OILREC, SF, LFL*, COMF-V(2) C(3), E0, DYNPOS-AUTR, NAUT-OSV(A), CLEAN DESIGN, DK(+), HL(2.8)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Capacities

| Deck Cargo: | 3,540 lt | 3,600 t |
| Fuel Oil: | 389,000 gal | 1,470 m³ |
| Potable Water: | 53,700 gal | 200 m³ |
| Fresh Water: | 205,000 gal | 780 m³ |
| Drill/Ballast Water: | 573,000 gal | 2,170 m³ |
| Bulk Tanks (6 tanks): | 10,600 ft³ | 300 m³ |
| Liquid Mud (23 lbs/gal): | 8,830 bbl | 1,400 m³ |
| Base Oil: | 950 bbl | 150 m³ |
| Brine: | 410 bbl | 2,560 m³ |
| Methanol: | 950 bbl | 150 m³ |
| Fire Fighting Foam: | 1,880 gal | 7.1 m³ |

### Fuel Consumption Vs Speed

- **Maximum:** 25 m³/day (270 gph) @ 16 knots
- **Cruising:** 14 m³/day (150 gph) @ 12 knots
- **Economical:** 12 m³/day (130 gph) @ 11 knots
- **Standby:** 3.5 m³/day (39 gph) @ 0 knots

### Range @ 12 Knots:
30,300 nm

### Transfer Rates

| Fuel Oil: | 880 gpm @ 300 ft | 200 m³/h @ 90 m |
| Potable Water: | 880 gpm @ 300 ft | 200 m³/h @ 90 m |
| Fresh Water: | 880 gpm @ 300 ft | 200 m³/h @ 90 m |
| Drill/Ballast Water: | 880 gpm @ 300 ft | 200 m³/h @ 90 m |
| Bulk: | 29.5 cfm @ 190 ft | 50.1 m³/h @ 57 m |
| Liquid Mud: | 440 gpm @ 800 ft | 100 m³/h @ 240 m |
| Base Oil: | 440 gpm @ 300 ft | 100 m³/h @ 90 m |
| Brine: | 440 gpm @ 800 ft | 100 m³/h @ 240 m |
| Methanol: | 330 gpm @ 300 ft | 75 m³/h @ 90 m |

### Fuel Consumption Figures
 Historically conservative approximations.

### Deck, Equip.

| No of Berths: | 28 |
| 1-man cabins: | 14 |
| 2-man cabins: | 7 |
| Certified to Carry: | 28 |
| Hospital: | Yes |

### Accommodations

| No of Berths: | 28 |
| 1-man cabins: | 14 |
| 2-man cabins: | 7 |
| Certified to Carry: | 28 |
| Hospital: | Yes |

### Machinery

#### Propulsive/Total HP
5,900 / 10,300

#### Z-Drives
Yes

### Performance

#### Dynamic Positioning
KONGSBERG K-POS DP-21

#### 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
MARE GTC700-2VD

### Nav/Comms Equip.

#### Rad(s):
2

#### Depth Sounder:
1

#### Gyro Compass:
3

#### Doppler Log:
1

#### Radio:
4 x VHF; 1 x SSB

#### Satelite Comms:
1xINMARSAT-C; 1xFLEET BROADBAND 250

### Special Equip.

#### Anchors (2):
4050KG SPEK TYPE M

#### Anchor Chain:
260 m of 50 mm chain per side

#### Crane:
4 t @ 10 m

#### Capstans (2):
10 t RR CH80F-D

#### Tugger (2):
10 t RR TUW 100 F

### Registration

| Flag: | NORWAY |
| IMO N°: | 9694000 |
| Year Built: | 2014 |
| Builder: | STX OSV AS |
| Call Sign: | LKNL |
| Tonnage (ITC): | 4969 GT | 1861 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.