M.V. HIGHLAND PRINCE
STX 09 CD PSV DP-2 LARGE PLATFORM SUPPLY VESSEL

REGISTRATION

<table>
<thead>
<tr>
<th>Built</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Builder</td>
<td>Soviknes, Norway</td>
</tr>
<tr>
<td>Classification</td>
<td>DNV +1A1, SF, EI, DynPos AutR, Dk+ HL (2.8), L.F.L., Clean Design, Naut OSV(A) Comfort V3 COAT</td>
</tr>
<tr>
<td>Flag</td>
<td>UK</td>
</tr>
</tbody>
</table>

MAIN CHARACTERISTICS

| LOA       | 86.8 m |
| Breadth (moulded) | 19 m |
| Depth (mould to sh.dk) | 8 m |
| Draft (max) | 5.9 m |
| GRT        | 3,639 T |
| NRT        | 1,187 T |
| Dead-weight | 4,826 T |
| Light ship | 2,755 T |

PERFORMANCE

11 knots @ Approx. 11 m³/day
12.5 knots @ Approx. 13 m³/day
16.5 knots @ Approx. 27 m³/day

MANEUVRING EQUIPMENT

2 x Rotating variable speed Stern Azi pull propulsion units (Diesel electric)
1 x Kongsberg Simrad DP2

ENVIRONMENTAL

Selective Catalytic Reduction (SCR) system for reduced NOX / SOX emissions. Clean Design - Double Hull with no hydrocarbon products on outer shell.

MACHINERY

- **Diesel Electric**
  - Generating Power: 10,738 BHP
  - Propulsive BHP: 5,867 BHP
- **Main Generators**: 4 x CAT 1901 KW
- **Aux Generator**: 1 x CAT 450 KW
- **Emergency Gen**: 1 x CAT 104 KW
- **Thrusters Bow**: 2 x 1200 BHP (Tunnel)
- **Thrusters Stern**: N/A – D.E. (Azi pulls)
- **Rudders**: N/A – D.E. (Azi pulls)
- **Propellers**: 2 x CPP Azi pull
- **Capstans**: 2 x 10 T
- **Deck Crane**: 1 x 5T @ 10m
- **Deck Crane**: 1 x 1T @ 10m
- **Tugger Winch**: 2 x 10T

DYNAMIC POSITIONING SYSTEM (CLASS II)

Kongsberg Simrad K-Pos 21 DP System
- References: 1 x Fan beam laser, 2 x DGPS receiver

NAVIGATION & COMMUNICATION EQUIPMENT

1 x Furuno 10cm ARPA RADAR
1 x Furuno 3cm RADAR
2 x Furuno Satellite Navigator GP 90
2 x Furuno DGPS/GP-90 inbuilt Navigator
2 x Jotron 9GHz Radar transponder
1 x Anschutz gyro compass
1 x Anschutz digital autopilot - Pilotstar D
1 x Furuno echo sounder FE-700
1 x Furuno Doppler speed log DS80
1 x Furuno PA150 AIS system
1 x Telchart Electronic Chart system & AIS interface
1 x Anschutz universal signal unit
1 x Jotron EPIRB
3 x TRON TR20 GMDSS VHFs
4 x Motorola GP 340 portable UHF
1 x Furuno MF/HF SSB Radio station
1 x Furuno DSC terminal DSC 60
2 x Furuno VHF with built in DSC
1 x Base FM 2721 simplex VHF
1 x Furuno Navtex receiver NX-700B
1 x Furuno Weather Fax
1 x Furuno Ships Security Alert System
1 x GSM/GPRS Cellular phone
2 x Inmarsat C Felcom 15
1 x Nera Worldphone Mini M
1 x KU Band Satellite Comms system

ACCOMMODATION

26 persons
- 10 x 1 Man cabins
- 8 x 2 Man cabins

CARGO CAPACITY

- Deck area: 1,000 sq. m (16 m x 62.5 m)
- Deck Load: 2,700 T
- Fuel Oil: 1,038 m³ @ 100%
- Potable Water: 1,175 m³ @ 100%
- Drill Water: 4,225 m³ @ 100%
- Oil Based Mud: 6,048 bbls @ 100%
- Base Oil: 1,397 bbls @ 100% + 1,053 bbls @ 100% in methanol tanks
- Brine: 9,160 bbls @ 100%
- Methanol / Xylene: 167 cm³ @ 100%
- Dry Bulk: 9,351 cuft in 6 tanks

TANK WASHING SYSTEM

Fixed tank washing system in all mud tanks
- Alfa Laval Aldec Decanter
- 360 deg tank washing machines
- Dedicated 24 m³ slop tank
- Hot / Cold wash with / without chemicals

DISCHARGE RATES

- Fuel Oil: 250 m³/hr @ 90 m hd
- Pot Water: 250 m³/hr @ 90 m hd
- Oil Based Mud: 2 x 75 m³/hr @ 90 m hd
- Base Oil: 100 m³/hr @ 90 m hd
- Brine: 2 x 80 m³/hr @ 90 m hd
- Cement: 80 T/hr @ 90 m hd
- Barytes: 60 T/hr @ 90 m hd
- Bentonite: 100 T/hr @ 90 m hd
- Methanol: 2 x 75 m³/hr @ 90 m hd
- Drill Water: 150 m³/hr @ 90 m hd

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.
# TANK CAPACITIES

<table>
<thead>
<tr>
<th>TANK</th>
<th>CUBIC METRES</th>
<th>BARRELS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FUEL OIL</td>
<td>FRESH WATER</td>
</tr>
<tr>
<td>FUEL (12)</td>
<td>218.6</td>
<td>142.5</td>
</tr>
<tr>
<td></td>
<td>43.3</td>
<td>120.8</td>
</tr>
<tr>
<td>FRESH WATER (12)</td>
<td></td>
<td>2 x 40.7</td>
</tr>
<tr>
<td></td>
<td></td>
<td>113.8</td>
</tr>
<tr>
<td>DRILL WATER (17+10)</td>
<td></td>
<td>2 x 113.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>101.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>51.2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6 x 130</td>
</tr>
<tr>
<td>METHANOL (2)</td>
<td></td>
<td>2 x 83.5</td>
</tr>
<tr>
<td>OBM (6 + 2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BRINE (2 + 3 + 6)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BASE OIL (2 + 2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,038</td>
<td>1,175</td>
</tr>
<tr>
<td></td>
<td>1,052</td>
<td></td>
</tr>
</tbody>
</table>

**Dark Blue** denotes primary function, **Light Blue** denotes secondary / tertiary function

**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.