

HIGHLAND KNIGHT



HIGHLAND PRINCESS as shown, HIGHLAND KNIGHT similar

UT 755 XL PLATFORM SUPPLY VESSEL

Vessel Characteristics

| | | |
|--------------------|---|--------------------|
| Length, Overall: | 246.1 ft | 75 m |
| Beam: | 52.5 ft | 16 m |
| Depth: | 23 ft | 7 m |
| Maximum Draft: | 19.2 ft | 5.9 m |
| Light Draft: | 8.5 ft | 2.6 m |
| Minimum Height: | 81 ft | 24.7 m |
| Freeboard: | 3.8 ft | 1.2 m |
| Displacement: | 4,920 lt | 5,000 mt |
| Deadweight: | 3,050 lt | 3,090 mt |
| Clear Deck Space: | 175 x 44 ft | 53 x 14 m |
| Clear Deck Area: | 7,730 ft ² | 720 m ² |
| Deck Strength AFT: | 1,020 lb/ft ² | 5 t/m ² |
| Class Notations: | DNV: +A1, Fire Fighter (I), Offshore Support Vessel, CLEAN, BIS, DPS(2), EO, OILREC | |

Capacities

| | | |
|----------------------------------|------------------------|---------------------|
| Deck Cargo: | 1,550 lt | 1,580 t |
| Fuel Oil: | 222,000 gal | 840 m ³ |
| Potable Water: | 59,800 gal | 230 m ³ |
| Fresh Water: | 144,000 gal | 540 m ³ |
| Drill/Ballast Water: | 195,000 gal | 740 m ³ |
| Bulk Tanks (5 tanks): | 11,300 ft ³ | 320 m ³ |
| Liquid Mud (2.5 SG*): | 6,280 bbl | 1000 m ³ |
| *Max Structural Specific Gravity | | |
| Base Oil: | 1,750 bbl | 280 m ³ |
| Oil Dispersant: | 2,590 gal | 9.8 m ³ |

TIDEWATER

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Pg.2 Further Specifications

Pg.4 Capacity Table

Pg.3 General Arrangement

Pg.5 DP Capability Plot

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.

HIGHLAND KNIGHT

Further specifications



Machinery

| | | | |
|---------------------------|---------------------------------|-------|-------|
| Main Engines (2): | GE 16V228 MDF | | |
| Total HP: | 7,480 | | |
| Propellers (2): | Kamewa Ulstein CPP | | |
| Primary Generators (2): | 300 kw | 450 v | 60 hz |
| Driven by: | DIESEL ENGINE | | |
| Secondary Generators (2): | 1,800 kw | 450 v | 60 hz |
| Driven by: | MAIN ENGINE | | |
| Emergency Generators (1): | 120 kw | 450 v | 60 hz |
| Driven by: | DIESEL ENGINE | | |
| Bow Thruster (2): | ROLLS ROYCE TT 1650 DPN CP | | |
| Driven by: | 885 BHP (660 Kw) ELECTRIC MOTOR | | |
| Total Thrust: | 22.1 st | 20 mt | |
| Stern Thruster (2): | ROLLS ROYCE TT 1650 DPN CP | | |
| Driven by: | 791 BHP (590 Kw) ELECTRIC MOTOR | | |
| Total Thrust: | 19.8 st | 18 mt | |

Deck Equipment

| | |
|----------------------|--|
| Anchors (2): | 2,685 KG NORMAL HOLDING POWER ANCHOR |
| Anchor Chain: | 250 m of 40 mm chain per side |
| Windlass: | BRATTVAAG LB.GX41.038, 8T @ 0-10.2 m/min |
| Crane (1): | 6 t @ 16 m |
| Capstans (2): | 8 t BRATTVAAG/LC.CX22009 |
| Tugger (2): | 10 t BRATTVAAG/LAKMX22010 |

Accommodations

| | |
|----------------------------|-------------------|
| No. of Berths: | 24 |
| Cabins: | 8x1-man & 8x2-man |
| Certified to Carry: | 24 |
| Galley seating: | 14 |
| Hospital: | Yes |

Registration

| | |
|-----------------------------|--------------------------|
| Flag: UNITED KINGDOM | Home Port: LONDON |
| Hull Number: 110 | IMO N°: 9643855 |
| Year Built: 2013 | Call Sign: 2FUD3 |
| Builder: | ROSETTI MARINO SPA |
| Tonnage (ITC): | 2202 GT 783 NT |

Performance*

| Fuel Consumption Vs Speed | | |
|---------------------------|------------------------------------|------------------|
| Maximum: | 27.8 m³/day (310 gph) @ 14.5 knots | |
| Cruising: | 11.7 m³/day (130 gph) @ 10 knots | |
| Economical: | 7.8 m³/day (86 gph) @ 8 knots | |
| Standby: | 1.5 m³/day (17 gph) @ 0 knots | |
| Range @ 10 Knots: | 17,200 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: | 37.6 cfm @ 190 ft | 63.9 m³/h @ 57 m |
| Liquid Mud: | 440 gpm @ 600 ft | 100 m³/h @ 180 m |
| Base Oil: | 400 gpm @ 300 ft | 90 m³/h @ 92 m |
| Brine: | 440 gpm @ 600 ft | 100 m³/h @ 180 m |

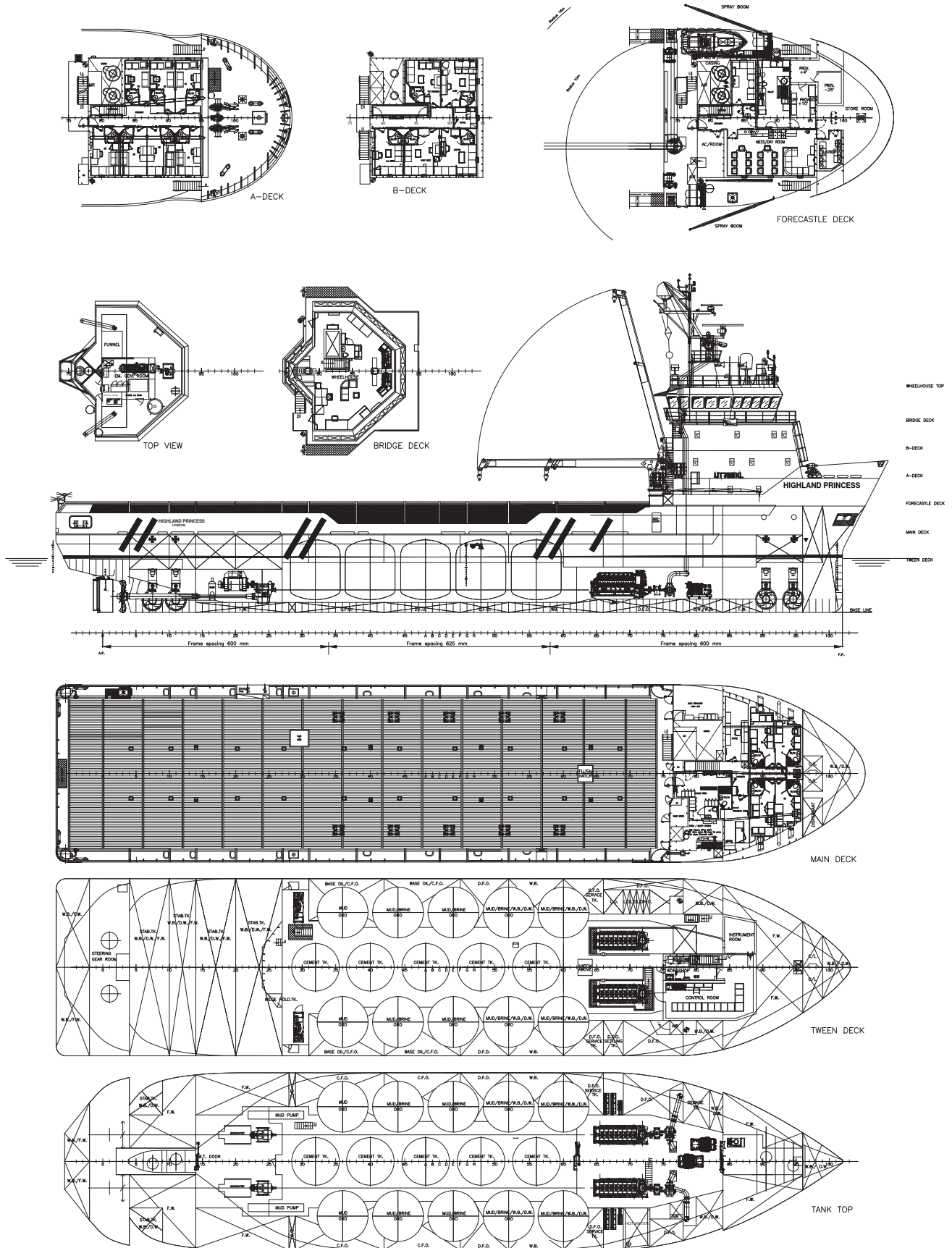
Nav/Comms Equipment

| | |
|-------------------------------|--|
| Radar(s): | 2 |
| Depth Sounder: | 1 |
| Cyro Compass: | 3 |
| Wind Speed Indicators: | 3 |
| Doppler Log: | 1 |
| Radio: | 3 x VHF; 1 x SSB |
| Sat Com: | KU BAND SATELITE COMMUNICATIONS SYSTEM |

Special Equipment

| | |
|--|--|
| Firefighting: | FiFi-1 |
| Dynamic Positioning: | DP-2 |
| Ref. Systems: | 2 x MRU; 2 x DGPS 1 x Microwave-based |
| Mud Circulation System/ Mud Mixers: | Yes/Yes |
| Tank Cleaning: | Yes |
| Rescue Boat: | 6 PERSON FRC |
| Reefer Sockets: | 12x 110V 32A |
| Misc: | ORO CAPACITY: 798.6 m³; MSD - 42 Persons; Power pack for oil recovery equipment; MSD - 42 Persons |

*Approximate values assuming Ideal Conditions





| Tank | Contents | Volume m ³ | Base Oil | Fuel Oil | Dry Bulk | DW/WB | Potable Water | Fresh Water | Brine | Liquid Mud | Methanol | Lube Oil | Foam | Oil Disp. |
|---|-----------------|--------------------------|-------------|-------------|-------------|---------|------------------|----------------|-------|---------------|----------|-------------|------|--------------|
| 01 FOREPEAK TK | DW/WB | 96.5 | | | | 96.5 | | | | | | | | |
| 04 DB/WING TK 2 SB | DW/WB | 60.9 | | | | 60.9 | | | | | | | | |
| 05 DB/WING TK 2 PS | DW/WB | 50.7 | | | | 50.7 | | | | | | | | |
| 08 DB/WING TK. 4 SB | DW/WB | 79.4 | | | | 79.4 | | | | | | | | |
| 09 DB/WIND TK 4 PS | DW/WB | 79.4 | | | | 79.4 | | | | | | | | |
| 28 STAB TK NO 3 | DW/WB | 112.4 | | | | 112.4 | | | | | | | | |
| 29 STAB TK NO 4 | DW/WB | 166.4 | | | | 166.4 | | | | | | | | |
| 50 STAB TK NO 2 | DW/WB/FW | 173.1 | | | | 173.1 | | 173.1 | | | | | | |
| 51 STAB TK NO 1 | DW/WB/FW | 164.2 | | | | 164.2 | | 164.2 | | | | | | |
| 67 AFT PEAK TK. PS | FW | 46.1 | | | | 46.1 | | 46.1 | | | | | | |
| 68 AFT PEAK TK. SB | FW | 46.1 | | | | 46.1 | | 46.1 | | | | | | |
| 02 DB/WING TK 1 SB | Ship's FW | 118.7 | | | | | 118.7 | | | | | | | |
| 03 DB/WING TK 1 PS | Ship's FW | 107.6 | | | | | 107.6 | | | | | | | |
| 14 WING TK 8 SB | FW | 58.7 | | | | | | 58.7 | | | | | | |
| 16 WING TK 9 SB | FW | 33.4 | | | | | | 33.4 | | | | | | |
| 17 WING TK 9 PS | FW | 33.4 | | | | | | 33.4 | | | | | | |
| 18 DB/WING TK 8 PS | FW | 81.6 | | | | | | 81.6 | | | | | | |
| 06 DB TK 3 SB | FO | 37.0 | | 37.0 | | | | | | | | | | |
| 07 DB/WING TK 3 PS | FO | 40.9 | | 40.9 | | | | | | | | | | |
| 08A DB/WING TK 5 SB | FO | 67.0 | | 67.0 | | | | | | | | | | |
| 09A DB/WING TK 5 PS | FO | 67.0 | | 67.0 | | | | | | | | | | |
| 10 DB TK 6 SB | FO | 49.1 | | 49.1 | | | | | | | | | | |
| 10A WING TK 6 SB | FO/BO | 54.7 | 54.7 | 54.7 | | | | | | | | | | |
| 11 DB TK 6 PS | FO | 49.1 | | 49.1 | | | | | | | | | | |
| 11A DB TK 6 PS | FO/BO | 54.7 | 54.7 | 54.7 | | | | | | | | | | |
| 12 DB TK 7 SB | FO | 51.3 | | 51.3 | | | | | | | | | | |
| 12A WING TK 7 SB | FO/BO | 84.0 | 84.0 | 84.0 | | | | | | | | | | |
| 13 DB TK 7 PS | FO | 51.3 | | 51.3 | | | | | | | | | | |
| 13A WING TK 7 PS | FO/BO | 84.0 | 84.0 | 84.0 | | | | | | | | | | |
| 30 FO SERV TK SB | FO | 41.6 | | 41.6 | | | | | | | | | | |
| 30A FO SETL TK SB | FO | 16.2 | | 16.2 | | | | | | | | | | |
| 31 FO SERV TK PS | FO | 41.6 | | 41.6 | | | | | | | | | | |
| 37 FO DRAIN TK | FO | 5.3 | | 5.3 | | | | | | | | | | |
| 44 FO OVERFLOW TK | FO | 42.4 | | 42.4 | | | | | | | | | | |
| 70 WING TK 3 PS | FO | 74.2 | | 74.2 | | | | | | | | | | |
| 60 WING TK 3 SB | FO | 59.2 | | 59.2 | | | | | | | | | | |
| 19 CIRCULAR TK. NO. 1 | LM/BR/DW/WB | 99.6 | | | | 99.6 | | | | 99.6 | | | | |
| 19A CIRCULAR TK. NO. 3 | LM/BR/DW/WB/ORO | 99.8 | | | | 99.8 | | | | 99.8 | | | | |
| 20 CIRCULAR TK. NO. 2 | LM/BR/DW/WB | 99.6 | | | | 99.6 | | | | 99.6 | | | | |
| 20A CIRCULAR TK. NO. 4 | LM/BR/DW/WB/ORO | 99.8 | | | | 99.8 | | | | 99.8 | | | | |
| 21 CIRCULAR TK. NO. 5 | LM/BR/ORO | 99.8 | | | | | | | | 99.8 | | | | |
| 22 CIRCULAR TK. NO. 6 | LM/BR/ORO | 99.8 | | | | | | | | 99.8 | | | | |
| 23 CIRCULAR TK. NO. 7 | LM/BR/ORO | 99.8 | | | | | | | | 99.8 | | | | |
| 24 CIRCULAR TK. NO. 8 | LM/BR/ORO | 99.8 | | | | | | | | 99.8 | | | | |
| 25 CIRCULAR TK. NO. 9 | LM/ORO | 99.8 | | | | | | | | 99.8 | | | | |
| 26 CIRCULAR TK. NO. 10 | LM/ORO | 99.8 | | | | | | | | 99.8 | | | | |
| 61 CEMENT TK. 1A | Dry Bulk | 63.9 | | | 63.9 | | | | | | | | | |
| 62 CEMENT TK. 1 | Dry Bulk | 63.9 | | | 63.9 | | | | | | | | | |
| 63 CEMENT TK. 2 | Dry Bulk | 63.9 | | | 63.9 | | | | | | | | | |
| 64 CEMENT TK. 3 | Dry Bulk | 63.9 | | | 63.9 | | | | | | | | | |
| 65 CEMENT TK. 5 | Dry Bulk | 63.9 | | | 63.9 | | | | | | | | | |
| 45 DISPERSANT TK | DISP | 9.8 | | | | | | | | | | | | 9.8 |
| 32 LO STORE TK | LO | 11.1 | | | | | | | | | | 11.1 | | |
| 34 LO STORES AUX ENG | LO | 3.7 | | | | | | | | | | 3.7 | | |
| 35 LO STORES TK THR | LO | 3.7 | | | | | | | | | | 3.7 | | |
| Total Volume [m ³] | | | 277.5 | 970.7 | 319.5 | 1,474.1 | 226.3 | 636.7 | 0.0 | 997.9 | 0.0 | 18.6 | 0.0 | 9.8 |
| Spec Sheet Total Volume [m ³] | | | 277.5 | 839.7 | 319.5 | 737.9 | 226.3 | 544.4 | 0.0 | 997.9 | 0.0 | 18.6 | 0.0 | 9.8 |

*Capacities shown are for lead vessel. Actual capacities may vary slightly.

*Capacities shown in **RED** are excluded from the total volume.

*Capacities shown in **BLUE** are included in another Tank's Capacity.

*Capacities shown in **GREEN** are counted for multiple Tank Capacities.

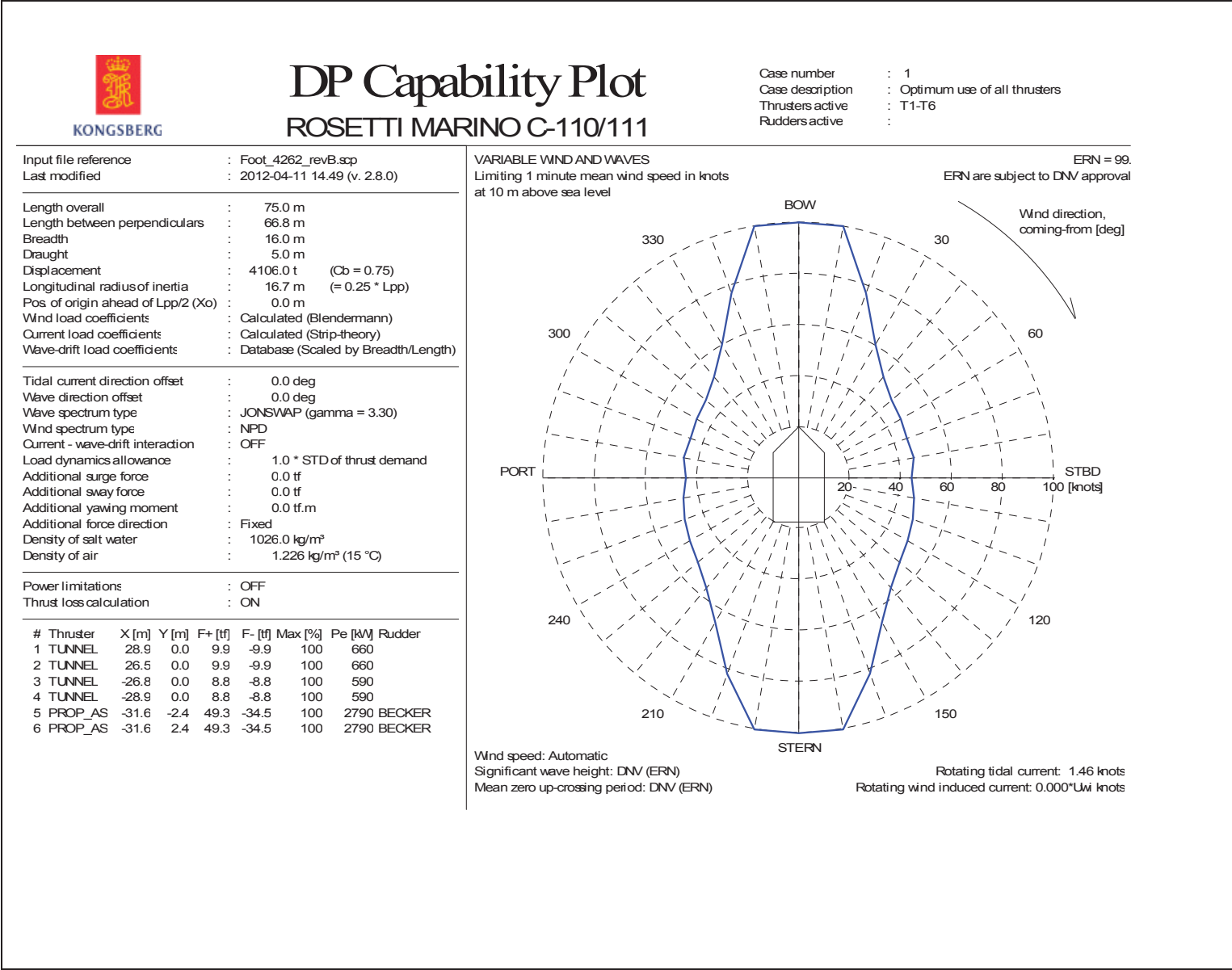


Figure 11: DP capability envelope for case 1.