NORTH BARENTS
ST-216 ARCTIC - PLATFORM SUPPLY VESSEL

REGISTRATION
Built: Skipsteknisk AS, 2013
Classification: DnV +1A1 SF, E0, DK(+) , DYNPOS AUTR, HL(2,8), LFL*, CLEAN DESIGN, COMP (C2) (V3), NAUT-OSV(A), ICE-1B, WINTERIZED BASIC, SPS, OIL RECOVERY
Other regulations: Standby rescue (NMD 300), Oil recovery NOFO 2000 (1.9), ERN (99,99,99,99)
Flag: Norwegian

DIMENSIONS
LOA: 92.60 m
Length between p.p.: 82.20 m
Breadth (moulded): 19.20 m
Depth to main deck: 8.50 m
Draft (max): 6.95 m
Deadweight: 5,000 T

CARGO DECK
Deck Area: 1053 m²
Deck length: 65.00 m
Deck breadth (net): 16.20 m
Deck strength: 10 t/m²

TANK CAPACITIES
Fuel oil: 1,172 m³ @100%
Potable Water: 1,097 m³ @100%
Drill Water: 1,820 m³ @100%
Oil Based Mud: 1,203 m³ @100% (800 m³)
Brine: 1,203 m³ @100% (340 m³)
Base Oil: 535 m³ @100% (100 m³)
Methanol / Special Products: 330 m³ @100%
Dry Bulk(Cement): 365 m³ @100% 6 tanks
Oil Recovery: 1,963 m³ (NOFO2009-1.9)
Slop: 175 m³ @100%
Urea: 60 m³ @100%
All mud and brine tanks are fitted with agitators.
All mud, brine and methanol/special product tanks are fitted with hot water washing system.

DISCHARGE RATES
Fuel oil: 250 m³/hr @ 9 bar
Pot Water: 250 m³/hr @ 9 bar
Oil Based Mud: 2 x 0 - 100 m³/hr @ 24 bar
Base oil: 75 m³/hr @ 9 bar
Brine: 2 x 0 - 100 m³/hr @ 24 bar
Bentonite: 60 T/hr @ 9 bar
Barytes: 60 T/hr @ 9 bar
Methanol: 4 x 75 m³/hr @ 9 bar
Drill Water: 0 - 250 m³/hr @ 9 bar
Cement: 80 T/hr @ 9 bar

SPEED / CONSUMPTION
11 knots @ Approx. 12.5 m³ / day
12.5 knots @ Approx. 14 m³ / day
16.5 knots @ Approx. 27 m³ / day

MACHINERY
Diesel Electric: WÄRTSILÄ
Generating Power: 11,465 BHP
Propulsive BHP: 7,072 BHP
Main Generators: 3 x 2.810 ekW
Aux Generator: 1 x Scania 550 kW
Emergency Gen: 1 x Sisu 118kW
Bow Thrusters
Tunnel: 2 x 1100 kW
Retractable: 1 x 880kW
Stern Propellers: 2 x Steerprop 35 CRP @ 2600 kW
Deck Crane: 2 x 3T @ 15m
Tugger Winch: 2 x 15T

ENVIRONMENTAL
Catalyzer (SCR) system for reduced NOx emissions.
Clean Design - Double Hull with no hydrocarbon products on outer hull.
Ballast water treatment system.

NAVIGATION / COMMUNICATIONS
Equipment according to GMDSS regulations, Area A4
• Kongsberg K-Bridge integrated.
• Oil- and Ice -radar
• Manual Override of autopilot
• DGPS: 2xSIMRAD MX512 Com
• Ship Security Alert System
• GSM and IP-telephone GIS
• Satellite telephone
• Internet GIS sat sys, NMT and GSM.

DP2 SYSTEM
Kongsberg DP 22
References 1 x Cyscan
2 x DGPS, DPS122+DPS200
ERN 99.99.99.99

ACCOMMODATION
40 persons: 14 x 1 Man cabins
13 x 2 Man cabins
## Tank Capacities

<table>
<thead>
<tr>
<th>Tank</th>
<th>Fuel Oil</th>
<th>Fresh Water</th>
<th>Methanol</th>
<th>Drill Water</th>
<th>Oil Based Mud</th>
<th>Brine</th>
<th>Base Oil</th>
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</thead>
<tbody>
<tr>
<td><strong>Fuel (12)</strong></td>
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<td></td>
<td>2x 97.46</td>
<td>2x 209.79</td>
<td>224.59</td>
<td>212.18</td>
<td>29.12</td>
<td>22.6</td>
<td>24.88</td>
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<tr>
<td><strong>Fresh Water (13)</strong></td>
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<td>2 x 120.29</td>
<td>2 x 62.98</td>
<td>84.67</td>
<td>97.43</td>
<td>67.87</td>
<td>50.50</td>
<td>140.02</td>
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<td><strong>Methanol (4)</strong></td>
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<td>2 x 133.50</td>
<td>109.83</td>
<td>115.8</td>
<td>116.75</td>
<td>118.64</td>
<td>144.06</td>
<td>68.77</td>
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<td><strong>Drill Water (6+11)</strong></td>
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<td></td>
<td>2 x 72.06</td>
<td>2 x 83.89</td>
<td>2 x 87.68</td>
<td>2 x 88.46</td>
<td>2 x 88.49</td>
<td>92.63</td>
<td>92.62</td>
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<td><strong>OBM (10+4)</strong></td>
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<td><strong>Brine (4+10)</strong></td>
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<td><strong>Base Oil (2+2)</strong></td>
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<tr>
<td><strong>Total /Total Combined</strong></td>
<td>1171.73</td>
<td>1097.29</td>
<td>330</td>
<td>687.32 / 1820.98</td>
<td>841.16 / 1203.39</td>
<td>362.23 / 1203.39</td>
<td>98.54 / 535.31</td>
</tr>
</tbody>
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*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.
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