HIGHLAND PRINCE





STX PSV 09 CD PLATFORM SUPPLY VESSEL

Vessel Characteristics

| Length, Overall: | 284.8 ft | 86.8 m | | | |
|--------------------|---|---------------------|--|--|--|
| Beam: | 62.3 ft | 19 m | | | |
| Depth: | 26.3 ft | 8 m | | | |
| Maximum Draft: | 21.7 ft | 6.6 m | | | |
| Light Draft: | 9.8 ft | 3 m | | | |
| Minimum Height: | 86.3 ft | 26.3 m | | | |
| Freeboard: | 4.6 ft | 1.4 m | | | |
| Displacement: | 7,440 lt | 7,560 mt | | | |
| Deadweight: | 4,730 lt | 4,810 mt | | | |
| Clear Deck Space: | 205 x 52 ft | 63 x 16 m | | | |
| Clear Deck Area: | 10,800 ft ² | 1000 m ² | | | |
| Deck Strength FWD: | 1,020 lb/ft² | 5 t/m² | | | |
| Deck Strength AFT: | 2,050 lb/ft² | 10 t/m ² | | | |
| Class Notations: | DNV: +1A1, Clean(Design), COAT-PSPC(B), COMF(V-3), DK(+), DYNPOS(AUTR), E0, HL(2.8), NAUT(OSV(A)), SF | | | | |

Capacities

| Deck Cargo: | 2,660 lt | 2,700 t |
|---|-------------|----------------------|
| Fuel Oil: | 252,000 gal | 950 m³ |
| Potable Water: | 21,500 gal | 81.4 m ³ |
| Fresh Water: | 226,000 gal | 860 m ³ |
| Drill/Ballast Water: | 617,000 gal | 2,330 m ³ |
| Bulk Tanks (6 tanks): | 9,540 ft³ | 270 m ³ |
| Liquid Mud (2.8 SG*): *Max Structural Specific Gravity | 6,030 bbl | 960 m ³ |
| Methanol: | 1,050 bbl | 170 m ³ |
| Base Oil: | 1,550 bbl | 250 m ³ |
| Brine: | 3,130 bbl | 500 m ³ |
| Fire Fighting Foam: | 530 gal | 2 m ³ |

TIDEWATER

Find out more

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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 dilig 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 anv damages whatsoever arising out of the use or inability to use the data contained herein

HIGHLAND PRINCE Further specifications



Machinery

| 5,870 / 10,700 | | | | | |
|-----------------------|-----------------------------|--|--|--|--|
| | Yes | | | | |
| 2X 2200KW CPP | | | | | |
| 1,820 kw | 690 v | 60 hz | | | |
| CAT 3516B | | | | | |
| 420 kw | 690 v | 60 hz | | | |
| CAT C18 | | | | | |
| 98 kw | 690 v | 60 hz | | | |
| PERKINS 6TG2AM | | | | | |
| RRM TT 2200 DPN FP | | | | | |
| 880KW ELECTRIC MOTORS | | | | | |
| 29.5 st 26.8 m | | | | | |
| | 1,820 kw 420 kw 98 kw | 2X 2X 1,820 kw 690 v 420 kw 690 v 420 kw 690 v 98 kw 690 v PER RRM TT 880KW ELECT 29.5 st | | | |

Deck Equipment

| Anchors (2): | 3,540 KG SPEK TYPE |
|-----------------|---------------------------------|
| Anchor Chain: | 260 m of 46 mm chain per side |
| Windlass: | 2x ODIM 46K3 15.5T @ 15M/MIN |
| Crane (1): | 5 t @ 10 m |
| Aux. Crane (1): | 1 t @ 10 m |
| Capstans (2): | 10 t ODIM 1005-10T-CAP |
| Tugger (2): | 10 t HARAM ELEKTRO 4005-TUW-10T |

Accommodations

| No. of Berths: | 26 |
|---------------------|--------------------|
| Cabins: | 10x1-man & 8x2-man |
| Certified to Carry: | 26 |
| Galley seating: | 20 |
| Hospital: | Yes |

Registration

| Flag: UNITED KINGDOM | | Home Port: LONDON |
|----------------------|------------|------------------------------|
| Hull Number: 126 | | IMO N ^o : 9439450 |
| Year Built: 2009 | | Call Sign: 2COX6 |
| Builder: | STX Norway | Offshore AS Søviknes |
| Tonnage (ITC): | 3639 GT | 1187 NT |

Performance*

| Fuel Consumption Vs Speed | | | | | | | |
|---------------------------|--------------------------------|----------------------------------|--|--|--|--|--|
| Maximum: | 27 m³/day (300 gph) @ 14 knots | | | | | | |
| Cruising: | 13 m ³ / | 13 m³/day (140 gph) @ 12.5 knots | | | | | |
| Economical: | 11 n | 11 m³/day (120 gph) @ 11 knots | | | | | |
| Standby: | 1.6 r | 1.6 m³/day (17.6 gph) @ 0 knots | | | | | |
| Range @ 12.5 Knots: | | 21,900 nm | | | | | |
| Transfer Rates | | | | | | | |
| Fuel Oil: | 1,100 gpm @ 300 ft | 250 m³/h @ 92 m | | | | | |
| Fresh Water: | 1,100 gpm @ 300 ft | 250 m³/h @ 92 m | | | | | |
| Drill/Ballast Water: | 1,100 gpm @ 300 ft | 250 m³/h @ 92 m | | | | | |
| Bulk: | 26.5 cfm @ 200 ft | 45 m³/h @ 61 m | | | | | |
| Liquid Mud: | 330 gpm @ 800 ft | 75 m³/h @ 240 m | | | | | |
| Base Oil: | 440 gpm @ 250 ft | 100 m³/h @ 76 m | | | | | |
| Brine: | 330 gpm @ 700 ft | 75 m³/h @ 210 m | | | | | |
| Methanol: | 330 gpm @ 300 ft | 75 m³/h @ 90 m | | | | | |

Nav/Comms Equipment

| 2 |
|------------------|
| 1 |
| 3 |
| 3 |
| 1 |
| 3 x VHF; 1 x SSB |
| INMARSAT-C |
| |

Special Equipment

| Dynamic Positioning: | DP-2 |
|--|--|
| Ref. Systems: | 3 x MRU; 2 x DGPS N/A x Microwave-based; 1 x Laser-based |
| Mud Circulation System/ Mud Mixers: | Yes/Yes |
| Tank Cleaning: | Yes |
| Rescue Boat: | 6-Man Midget 500 MKII |
| Reefer Sockets: | 10x 220V 16A; 10x 440V 16A |
| Misc: | MSD - 50 PERSONS; 1x BHS AIR DRIER; Eye Wash Station; BWNAS |

*Approximate values assuming Ideal Conditions

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HIGHLAND PRINCE

General Arrangement (Current configuration may vary.)





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HIGHLAND PRINCE Capacity Table



| Tank Content | Contonto | Volume | Volume Base | Fuel | Dry | DW/WD | Potable | Fresh | Brine | Liquid | Mothenel | Lube | Ecom | Oil |
|--------------------|--------------------|-------------------------|-------------|---------|-------|---------|---------|---------|-------|--------|----------|------|------|-------|
| | Contents | m ³ | Oil | Oil | Bulk | DAA\AAP | Water | Water | Бтіпе | Mud | wethanoi | Oil | гоат | Disp. |
| 1 FOREPEAK TK | DW/WB | 101.3 | | | | 101.3 | | | | | | | | |
| 4 DB WB TK 3 SB | DW/WB | 116.1 | | | | 116.1 | | | | | | | | |
| 5 DB WB TK 3 PS | DW/WB | 105.1 | | | | 105.1 | | | | | | | | |
| 6 WING TK 4 SB | DW/WB | 87.9 | | | | 87.9 | | | | | | | | |
| 7 DB WING TK 4 PS | DW/WB | 143.3 | | | | 143.3 | | | | | | | | |
| 8 DB TK 4 SB | DW/WB | 51.2 | | | | 51.2 | | | | | | | | |
| 10 DB WING TK 5 SB | DW/WB | 205.7 | | | | 205.7 | | | | | | | | |
| 11 DB WING TK 5 PS | DW/WB | 205.7 | | | | 205.7 | | | | | | | | |
| 12 DB WING TK 6 SB | DW/WB | 196.8 | | | | 196.8 | | | | | | | | |
| 13 DB WING TK 6 PS | DW/WB | 201.0 | | | | 201.0 | | | | | | | | |
| 16 DB WING TK 9 SB | DW/WB/BR | 103.8 | | | | 103.8 | | | 103.8 | | | | | |
| 17 DB WING TK 9 PS | DW/WB/BR | 102.1 | | | | 102.1 | | | 102.1 | | | | | |
| 24 CD METH TK | DW/WB | 186.8 | | | | 186.8 | | | | | | | | |
| 25 STAB 1 | DW/WB/BR | 291.8 | | | | 291.8 | | | 291.8 | | | | | |
| 26 STAB 2 | DW/WB/FW | 287.9 | | | | 287.9 | | 287.9 | | | | | | |
| 27 STAB 3 | DW/WB/FW | 197.3 | | | | 197.3 | | 197.3 | | | | | | |
| 22 AFT PEAK SB | DW/WB/FW | 122.5 | | | | 122.5 | | 122.5 | | | | | | |
| 23 AFT PEAK PS | DW/WB/FW | 113.8 | | | | 113.8 | 40.7 | 113.8 | | | | | | |
| 2 FW 2 SB | Ship's FW | 40.7 | | | | _ | 40.7 | | | | | | | |
| 3 FW 2 PS | Ship's FW | 40.7 | | | | | 40.7 | 60 E | | | | | | |
| 14 FW / 3B | FW | 62.5 | | | | | | 02.5 | | | | | | |
| 13 FW / P3 | EW | 70.4 | | | | | | 70.4 | | | | | | |
| 10 FW 10 3B | EW | 70.4 | | | | - | | 70.4 | | | | | | |
| 20 EW 11 SB | EW | 53.4 | | | | | | 53.4 | | | | | | |
| 21 FW 11 DS | FW | 53.1 | | | | | | 53.1 | | | | | | |
| 46 BASE OIL SB | FO/BO | 126.1 | 126.1 | 126.1 | | | | 00.1 | | | | | | |
| 47 BASE OIL PS | FO/BO | 120.8 | 120.8 | 120.8 | | - | | | | | | | | |
| 42 FO CARGO 5 SB | FO | 142.5 | 120.0 | 142.5 | | | | | | | | | | |
| 43 FO CARGO 5 PS | FO | 218.6 | | 218.6 | | | | | | | | | | |
| 44 FO CARGO 6 SB | FO | 181.3 | | 181.3 | | | | | | | | | | |
| 45 FO CARGO 7 PS | FO | 62.7 | | 62.7 | | | | | | | | | | |
| 49 FO CARGO 6 PS | FO | 100.1 | | 100.1 | | | | | | | | | | |
| 50 FO SERV 2 | FO | 18.8 | | 18.8 | | | | | | | | | | |
| 51 FO SERV | FO | 13.2 | | 13.2 | | | | | | | | | | |
| 71 FO SETTLING | FO | 8.5 | | 8.5 | | | | | | | | | | |
| 76 EMGEN_FOTK | FO | 2.0 | | 2.0 | | | | | | | | | | |
| 48 FO OVERFLOW PS | FO | 43.3 | | 43.3 | | | | | | | | | | |
| 28 MUD 1 SB | LM | 130.0 | | | | | | | | 130.0 | | | | |
| 29 MUD 1 PS | LM | 130.0 | | | | | | | | 130.0 | | | | |
| 30 MUD 2 SB | LM | 130.0 | | | | | | | | 130.0 | | | | |
| 31 MUD 2 PS | LM | 130.0 | | | | | | | | 130.0 | | | | |
| 32 MUD 3 SB | LM | 129.8 | | | | | | | | 129.8 | | | | |
| 33 MUD 3 PS | LM | 129.8 | | | | | | | | 129.8 | | | | |
| 34 MUD 4 SB | LM | 89.5 | | | | | | | | 89.5 | | | | |
| 35 MUD 4 PS | LM | 89.5 | | | | | | | | 89.5 | | | | |
| 52 METH SB | METH | 83.7 | | | | | | | | | 83.7 | | | |
| DJ MEIH PS | METH | 83.7 | | | 45.0 | | | | | | 83.7 | | | |
| Com TK 1 SP | | 45.0 | | | 45.0 | | | | | | | | | |
| Com TK 2 BS | | 45.0 | | | 45.0 | | | | | | | | | |
| Cem TK 2 SB | DRY RIII K | 45.0 | | | 45.0 | | | | | | | | | |
| Cem TK 3 PS | DRY RIII K | 45.0 | | | 45.0 | | | | | | | | | |
| Cem TK 3 SB | DRY RIII K | 45.0 | | | 45.0 | | | | | | | | | |
| 61 LUBE OIL | LO | 13.2 | | | | - | | | | | | 13.2 | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | Total V | olume [m ³] | 246.9 | 1,037.9 | 270.0 | 2,820.1 | 81.4 | 1,093.5 | 497.7 | 958.6 | 167.4 | 13.2 | 0.0 | 0.0 |
| | Snec Sheet Total V | olume [m ³] | 246.9 | 952.1 | 270.0 | 2.334.9 | 81.4 | 857.2 | 497.7 | 958.6 | 167.4 | 13.2 | 0.0 | 0.0 |

*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.

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HIGHLAND PRINCE DP Capability Plot



Figure 10: DP capability envelope for case 1.

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