<table>
<thead>
<tr>
<th>Vessel Characteristics</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Length, Overall:</td>
<td>260.8 ft 79.5 m</td>
</tr>
<tr>
<td>Beam:</td>
<td>55.1 ft 16.8 m</td>
</tr>
<tr>
<td>Depth:</td>
<td>24.3 ft 7.4 m</td>
</tr>
<tr>
<td>Maximum Draft:</td>
<td>19.7 ft 6 m</td>
</tr>
<tr>
<td>Light Draft:</td>
<td>9.1 ft 2.7 m</td>
</tr>
<tr>
<td>Minimum Height:</td>
<td>86.6 ft 26.4 m</td>
</tr>
<tr>
<td>Freeboard:</td>
<td>4.6 ft 1.4 m</td>
</tr>
<tr>
<td>Displacement:</td>
<td>6,370 lt 6,470 mt</td>
</tr>
<tr>
<td>Deadweight:</td>
<td>3,850 lt 3,910 mt</td>
</tr>
<tr>
<td>Clear Deck Space:</td>
<td>187 x 45 ft 57 x 14 m</td>
</tr>
<tr>
<td>Clear Deck Area:</td>
<td>8,440 ft² 780 m²</td>
</tr>
<tr>
<td>Deck Strength:</td>
<td>1,020 lb/ft² 5 t/m²</td>
</tr>
</tbody>
</table>

Class Notations:
ABS: +A1, FFV-1, Safety Standby Service GR B 300, OSV, (E), +AMS, +ACCU, +DPS-2, UWILD, ENVIRO, SPS, OSR-C2, GP
**Capacities**

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel Oil</td>
<td>181,000 gal 690 m³</td>
</tr>
<tr>
<td>Potable Water</td>
<td>33,100 gal 130 m³</td>
</tr>
<tr>
<td>Fresh Water</td>
<td>118,000 gal 440 m³</td>
</tr>
<tr>
<td>Drill/Ballast Water</td>
<td>461,000 gal 1,750 m³</td>
</tr>
<tr>
<td>Bulk Tanks (5 tanks)</td>
<td>8,190 ft³ 230 m³</td>
</tr>
<tr>
<td>Liquid Mud (23 lbs/gal)</td>
<td>8,000 bbl 1,270 m³</td>
</tr>
<tr>
<td>Methanol</td>
<td>1,280 bbl 200 m³</td>
</tr>
<tr>
<td>Lube Oil</td>
<td>2,140 gal 8.1 m³</td>
</tr>
<tr>
<td>Oil Dispersant</td>
<td>1,120 gal 4.2 m³</td>
</tr>
<tr>
<td>Fire Fighting Foam</td>
<td>1,120 gal 4.2 m³</td>
</tr>
</tbody>
</table>

**Performance**

(Approximate values assuming Ideal Conditions)

**Fuel Consumption Vs Speed**

- Maximum: 25.4 m³/day (280 gph) @ 14 knots
- Cruising: 20.9 m³/day (230 gph) @ 12 knots
- Economical: 13.4 m³/day (150 gph) @ 10 knots
- Standby: 1.5 m³/day (16 gph) @ 0 knots

**Transfer Rates**

- Fuel Oil: 440 gpm @ 300 ft 100 m³/h @ 92 m
- Fresh Water: 440 gpm @ 300 ft 100 m³/h @ 92 m
- Drill/Ballast Water: 440 gpm @ 300 ft 100 m³/h @ 92 m
- Bulk: 27.3 cfm @ 190 ft 46.4 m³/h @ 57 m
- Liquid Mud: 330 gpm @ 300 ft 75 m³/h @ 92 m
- Methanol: 330 gpm @ 300 ft 75 m³/h @ 92 m

**Machinery**

- Diesel Electric Vessel
  - Propulsive/Total HP: 6,700 / 11,900
- Z-Drives: 1
- Primary Generators (2): 2,440 kw 690 v 60 Hz
  - Driven by: MAK 8M25C
- Secondary Generators (2): 1,820 kw 690 v 60 Hz
  - Driven by: CAT 3516B
- Emergency Generators (1): 400 kw 690 v 60 Hz
  - Driven by: CAT 3412
- Bow Thruster (2): Rolls Royce TT1850 TT
  - Driven by: 950 KW MOTOR
- Total Thrust: 34.8 st 31.6 mt

**Deck, Equip.**

- Anchors (2): 2295 kg HHP
- Anchor Chain: 250 m of 50 mm chain per side
- Crane: 3 t @ 12 m
- Capstans (2): 5 t RRM CMX2210
- Tugger (2): 5.5 t RRM LAKMX22010

**Accommodations**

- No of Berths: 30
- 1-man cabins: 6
- 2-man cabins: 12
- Certified to Carry: 30
- Hospital: Yes

**Nav/Comms Equip.**

- Radar(s): 2
- Depth Sounder: 1
- Gyro Compass: 3
- Doppler Log: 1
- Radio: 2 x VHF; 1 x SSB
- Satellite Comms: Inmarsat-C

**Special Equip.**

- Firefighting: FIFI-1
- Dynamic Positioning: DP-2 Classed
- Ref. Systems: 3 x MRU; 2 x DGPS
- 1 x Laser-based; 1 x Radar-based
- Mud Mixers: Yes
- Tank Cleaning: Yes
- Rescue Boat: 15-Man FRC

**Registration**

- Flag: VANUATU
- IMO No: 9640279
- Year Built: 2013
- Builder: Saigon Offshore Fabrication
- Call Sign: YJTB7
- Tonnage (ITC): 2972 GT 1257 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.