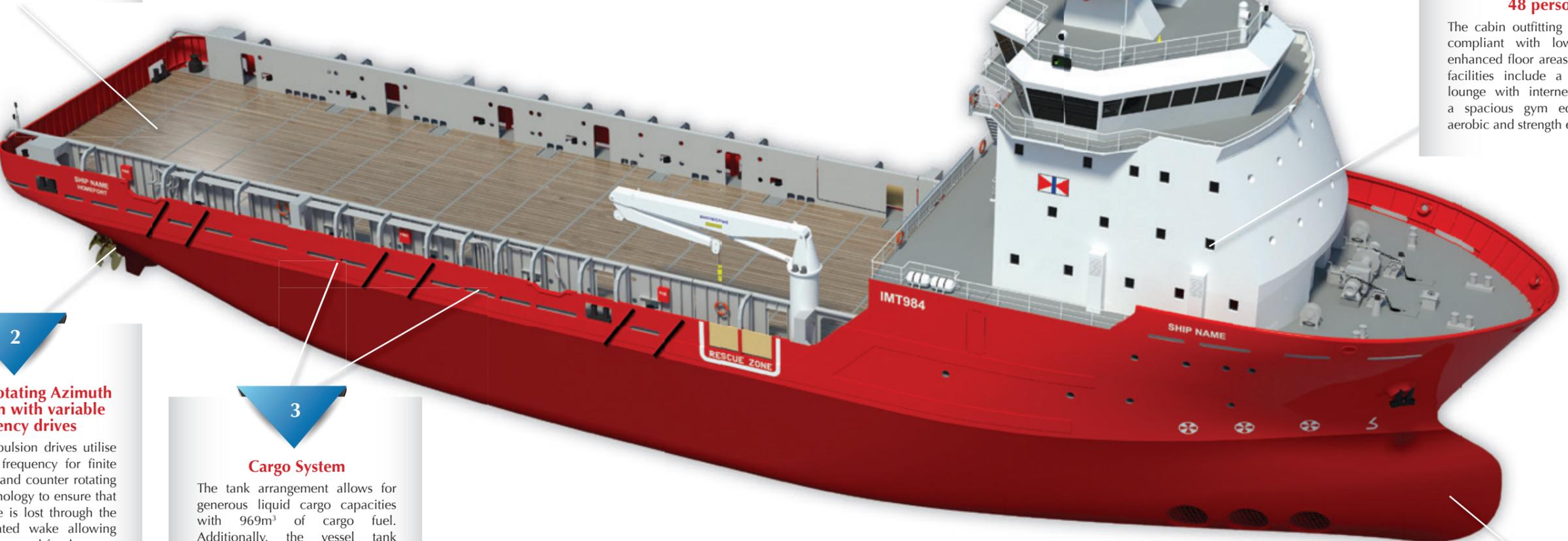


# Top 10 Features

1

## Clear Deck Area of 810m<sup>2</sup>

The main deck is designed to accommodate 3 lengths of drill pipe or casing with safe access for the deck crew between joints. The cargo discharge manifold is ergonomically designed for ease of connection and to ensure safe hose deployment overboard.



2

## Counter Rotating Azimuth Propulsion with variable frequency drives

The main propulsion drives utilise both variable frequency for finite speed control and counter rotating propeller technology to ensure that no thrust force is lost through the vessels generated wake allowing less power to be used for the same speed and thus further promoting optimal fuel efficiency.

3

## Cargo System

The tank arrangement allows for generous liquid cargo capacities with 969m<sup>3</sup> of cargo fuel. Additionally, the vessel tank layout has been arranged for the future upgrade to carry low flash point liquid fuels to DNV LFL\* class notation to a capacity of approximately 150m<sup>3</sup>.

4

## Enhanced Damage Stability

The vessel is designed with Special Purpose Ships (SPS) damage stability compliance. The SPS compliance allows the vessel to carry up to a maximum of 60 special purpose personnel.

5

## DNV Class Fire Fighter I

The vessel fire fighting pump is independently driven using a variable speed electric motor. This is designed to improve operating efficiency through a quick start up time and enhanced reliability through a simple direct drive system.

6

## Diesel Electric Power Plant for optimal fuel economy

The propulsion system features a computerised power management system that is programmable to ensure that the diesel engine load is optimised around the best efficiency point of the specific fuel consumption curve. The diesel power plant uses 4 generators arranged in 2 pairs with a father/son size for each pair. The power management system has selectable operating modes that have preset operating load dependant start/stop points for the generator sets.

7

## Accommodates up to 48 persons

The cabin outfitting is MLC 2006 compliant with low noise and enhanced floor areas. Recreational facilities include a TV room, a lounge with internet access and a spacious gym equipped with aerobic and strength equipment.

8

## Vessel Docking Cycles

The hull has been designed for a 7.5-year window between Class required mandatory dockings. The propulsion and tunnel thrusters have been selected for their ability to be exchanged with the vessel afloat.

9

## DNV Class DYNPOS-AUTR DP2 notation with high ERN 99,99,99,97

The highest ERN number has been selected to ensure excellent station keeping capability. This has been achieved through the installation of 3 variable speeds, controllable pitch tunnel thrusters.

10

## Bow Design

The bulbous bow design takes into consideration various operating speeds, draughts and sea states that Offshore Support Vessels (OSV) typically operate in and as such is designed to maximise its effectiveness over a wide range rather than a tuned design point.