

**GENERAL**

| | |
|----------------------|-----------------------------------|
| Survivor Class | Group 'B' (Up to 300 Survivors) |
| Place of Build | Lockport, Louisiana, USA |
| Vessel Type | AHTS, converted to F.S.V. |
| Year Built/Converted | 1994/1996 |
| Port of Registry | Douglas |
| Flag | Isle of Man |
| Call Sign | MWCH5 |
| Class | Bureau Veritas + 1 3/3 E Deep Sea |

PRINCIPLE DIMENSIONS

| | |
|--------------------------|--------------|
| Length Overall | 66.40 metres |
| Beam | 14 metres |
| Summer Draft | 5.1 metres |
| Net Registered Tonnage | 482 |
| Gross Registered Tonnage | 1,607 |

MACHINERY & PROPULSION

| | |
|-------------------------------|-------------------------------|
| Main Propulsion Number | 2 |
| Main Propulsion Type | Berg |
| Main Propulsion Power Source | 2x Caterpillar 3608 |
| Total BHP | 7,260 |
| Side Thrusters Number | 1 |
| Primary Thruster Type | Schottel 400L |
| Primary Thruster Power Source | Caterpillar 3412 |
| Primary Thruster Output Power | 830 BHP |
| Rudders | 2 x Ulstein High Lift Rudders |
| Additional Thrusters | Veth Azimuth Thruster |

PERFORMANCES

| | |
|------------------------------------|-----------------------------|
| Fuel Consumption at Max Speed | 15.7 knots @ 1.25m³ per day |
| Fuel Consumption at Economic Speed | 12 knots @ 0.75m³ per day |
| Idling Fuel Consumption | 1.5m³ per day |

ADDITIONAL CAPABILITIES

| | |
|-----------------------------|-------------------------------------|
| Water Capacity | 99 tonnes |
| Fuel Capacity | 651m³ |
| Dispersant Booms | 2 x 7.4 metre booms |
| Dispersant Pumping System | Electric Pump |
| Dispersant Capacity | 5,000 litres |
| Dispersant Type | SLICKGONE NS |
| Bollard Pull | 95 tonnes |
| Towing Arrangements | Main Winch, Pop Up Pins, Sharks Jaw |
| Clear Deck Area | 330m² |
| Tugger Winches (No and SWL) | 1 x Fritz Culver, SWL = 20t |

ACCOMMODATION

| | |
|-----------------------------------|-----------------------------------|
| Crew Accommodation | 9 Single Cabins - 3 Double Cabins |
| Total Crew Accommodation Capacity | 15 Berths |
| Number of Seats (Survivors) | 50 |
| Number of Bunks (Survivors) | 20 |

COMMUNICATIONS EQUIPMENT

| | |
|--|---------------------------------------|
| MF radio | Two (2) |
| VHF Radio | Four (4) |
| DSC Watchkeeper | Furuno DSC-06A MF |
| Portable VHF Radio's | 11 in total |
| Broadband | Yes |
| Satellite Communications (Voice and Fax) | Mini M |
| E-mail | Yes |
| Mobile Phone | Yes |
| E.P.I.R.B | Jotrun Tron 40s FB4 |
| S.A.R.T (No. and Type) | 2 x Rescuer 9.2 - 9.5 Ghz |
| Portable UHF Radio's | Motorola Radius GP 900 |
| Bridge Alarms | Manoverboard, Fire, General, Security |
| Hospital Communications | MF Band |
| UHF Radio 1 | Motoroller GM 340 |
| GMDSS Compliance | Area A1 & A2 |

NAVIGATION EQUIPMENT

| | |
|-----------------------------|------------------------------------|
| Radar No. 1 | Furuno FR02105 ARPA Coloured Radar |
| Radar No. 2 | JMA - 5310-6 |
| GPS Navigator | 2 x Furuno GP500 |
| Echo Sounder | Furuno FCV-762 |
| Navtex | Lo-KATA |
| VHF Direction Finder | Jotrun Oceanwide Mk 11 |
| Gyro Compass | Simrad GC80 |
| Automatic Pilot | Robertsons AP9 MK 11 |
| Joystick Manoeuvring System | ROBPOS |

SURVIVOR RECOVERY/RESCUE EQUIPMENT

| | |
|--------------------------------------|----------------------------|
| Rescue Craft No 1 Type | Delta 95 Daughter Craft |
| Davit No 1 Type | Caley Ocean Systems |
| Rescue Craft No 2&3 Type | 2 x 15 man - Avon Searider |
| Davit No 2&3 Type | Hydralift |
| Davit No 2&3 Safe Working Load (SWL) | 2.5 tonnes |
| Davit No 2&3 Secondary Lift | Hydraulic Emergency Packs |

ADDITIONAL RESCUE/RECOVERY FACILITIES

| | |
|------------------------------------|--------------------------|
| Mechanical Recovery Type | Dacon Scoop |
| Deck Crane Safe Working Load (SWL) | Effer Crane 1.35 tonnes |
| Deck Crane Max Working Radius | 360° |
| Emergency Helicopter Winching Area | Aft Deck |
| Rescue Basket | Cosalt Type |
| Searchlights | 2 x Manual on Bridge Top |
| Vessel Self Drenching Capacity | 176 nozzles |

This technical specification sheet is subject to change without notice. Whilst every effort has been made to ensure that accuracy of the information represented within this document, no guarantees of accuracy can be given.