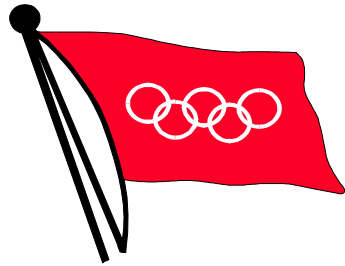


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Mosvold Supply Plc (MOSU)

USDm 22 new 1st priority convertible bond

- Construction update, financial situation and scenarios

29 March 2010

Financial advisor:

Pareto Securities AS

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Current MOSU situation and scenarios

- Additional funding required to pay 10% installments on vessel #3 and #4
 - USDm 8.5 installment on vessel #3 to be paid 4 May 2010 to avoid default
 - USDm 8.5 installment on vessel #4 also expected to be paid May 2010 to honor Batamec construction contract
 - USDm 22 funding requirement including supervision, management and interest costs up to 1Q 2011
 - New installments also against refund guarantees

- Vessel #1 is approaching cancellation date
 - Vessel #1 expected to be delayed beyond MOSU's cancellation date 30 April 2010
 - Cancellation will trigger repayment of all paid-in installments (full refund guarantees with Bangkok Bank) amounting to USDm ~25–26 on vessel #1
 - MOSU must honor contractual installments on #3 and 4 in order to keep the right of refund of previous paid installments on these vessels
 - Defaulting on one of the construction contracts would not lead to an automatic cross default on other contracts, but there may be an indirect effect as Mosvold Supply Plc has given a parent company guarantee for performance of each of the four single purpose subsidiaries

- 2 main scenarios available to MOSU
 - Scenario I: Fulfillment of existing obligations on and subsequent delivery of vessels #2–4
 - Scenario II: Fulfillment of existing obligations on vessel #2–4, but subsequent cancellation and refund of #2-4
 - Scenario II representing the outermost outcome – a “mix” of scenario I and II might be the final result
 - Both scenarios requiring USDm 22 of new MOSU funding to honor pre-delivery contractual installments on vessel #3 and 4 due shortly
 - Mosvold Shipping will subscribe minimum USDm 4 in the new convertible bond



Construction status Batamec

Current construction status

- Batamec's official estimated delivery date for vessel #1 remains 15 April 2010
- MOSU is entitled to cancel the contract if the vessel is not delivered on or about 30 April 2010
- MOSU's best assessment is that vessel #2 and 3 is currently 5–6 months delayed
- The construction of vessel #4 has recently commenced
- For all the contracts, MOSU has the right to terminate if the vessels are delivered more than 180 days after contractual delivery dates for reasons other than permitted delay

Key dates and MOSU's action plan

	Vessel #1	Vessel #2
Contractual date	31 Oct 2009	30 Jun 2010
Estimated delay ¹⁾		5-6 months
Estimated delivery ¹⁾		Dec 2010
Cancelling date	30 Apr 2010	30 Dec 2010
Action plan SCENARIO I	Terminate	

	Vessel #3	Vessel #4
Contractual date	31 Dec 2010	31 Jul 2011
Estimated delay ¹⁾	5-6 months	N/A
Estimated delivery ¹⁾	Jun 2011	N/A
Cancelling date	30 Jun 2011	31 Jan 2012
Action plan SCENARIO I		

MOSU with 6 men site team at Batamec

¹⁾ MOSU's best assessment



Yard capex and payment schedule

- Original payment schedule with Batamec:
 - 20% at contract signing
 - 10% at keel laying
 - 70% at final delivery
- USDm ~81 paid to yard as of today, constituting:
 - 1st installment on all vessels in 2007 (USDm ~65)
 - 2nd installment on vessel #1 and 2 in 2008 (USDm ~16)
- Yard has agreed to delay the payment of the 2nd installment (USDm 8.5) on vessel #3
 - Payment originally due 3Q 2009
 - Payment 4 May 2010 to avoid default
- 2nd installment (USDm 8.5) on vessel #4 expected April/May 2010 pending keel laying
- Refund guarantees from Bangkok Bank (BBB+) on vessel #1 and 2
- Refund guarantees from Standard Chartered (A) on vessel #3
- Refund guarantees from United Overseas Bank (A+) on vessel #4

Yard capex assuming termination of vessel #1

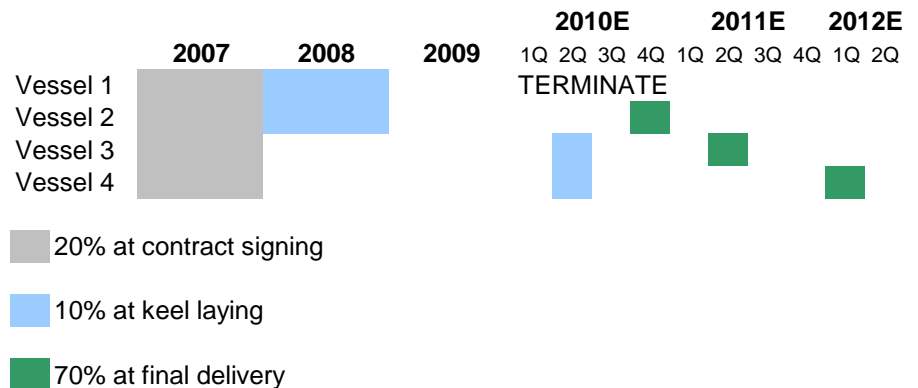
<i>Figures in USDm</i>	Total yard capex	Paid	Remaining
Vessel 1	23.2	23.2	-
Vessel 2	77.4	23.2	54.2
Vessel 3 ¹⁾	83.7	17.1	66.6
Vessel 4 ²⁾	85.8	17.7	68.1
Total	270.1	81.2	188.9

1) USDm 33.0 + EURm 36.4

2) USDm 33.8 + EURm 37.2

EUR / USD = 1.38

Proposed payment schedule





MOSU sources and uses (3x AHTS)

- New convertible of USDm 22 to finance funding requirement for construction of last 3 vessels
 - USDm 10 unfunded capex assuming conversion of new convertible (1Q 2011)
- 50% of existing 2. priority to be repaid at 106% of par upon cancelling of vessel #1
- Total earnings from vessel #2 and 3 of USDm ~13 pre delivery of vessel #4
- Assumed take-out bank debt of USDm 176
 - USDm 56 on vessel #2
 - USDm 60 on vessel #3 and 4
- Mosvold interim loan of USDm 1.5 to be repaid 2Q 2010

Sources and uses

Funding sources		Total	Paid	Remaining
Paid-in equity	USDm	52.0	52.0	-
New 1. pri. convertible	"	22.0	-	22.0
Exist. convertible loan	"	21.0	21.0	-
2. pri. bond	"	13.9	30.8	(16.9)
MOSU loan	"	-	1.5	(1.5)
1. pri. take-out	"	176.0	-	176.0
Unfunded	"	10.0	-	10.0
Earnings vessel #2-4	"	12.9	-	12.9
Interest refund #1	"	2.4	-	2.4
Total sources	"	310.2	105.3	204.9
Financing requirement	USDm			
Turnkey yard capex	"	246.9	58.0	188.9
30% on vessel #1	"	-	23.2	(23.2)
Mgmt, supervision, SG&A	"	11.8	5.4	6.5
Contingency/opt. equipment	"	6.0	-	6.0
Fees and exch. rate effects	"	12.0	4.6	7.4
Interest costs	"	31.8	13.1	18.8
Total uses	"	308.5	104.3	204.2
Net cash	USDm	1.7	1.1	0.7



Proposed fix

- MOSU is proposing USDm 22 1st priority convertible bond as new financing
 - New 1st priority convertible bond to be offered with preferred allocation to existing MOSU shareholders and convertible bondholders
 - 1st priority security in vessels #3–4 securing strong position of new financing ranking ahead of all MOSU capital raised on vessel #3–4 (USDm ~52m paid-in yard installments post upcoming installments Apr 2010)
 - Proposed conversion price of USD 0.333/share reflecting a discount on current (reduced) asset broker values and reflecting discounted peer group valuation
 - Strong asset backing (as 1st pri. debt) and equity upside (if converted) even in the event of cancellation of remaining vessels
- MOSU with additional USDm ~186 funding requirement if take-out of vessel #2-4
 - USDm 176 of targeted 1st priority bank financing upon delivery (~60% loan to delivered yard cost)
 - Implying additional equity financing requirement of USDm ~10 (1Q 2011) to take delivery of vessels #2–4 (assuming conversion of new 1st priority USDm 22 convertible bond)
- Cancellation of vessel #1 positive, but limited cash effect
 - USDm 25–26 refund reflecting 100% recovery of paid-in installments and interest compensation
 - But USDm ~16.8 used to repay existing 2nd priority bond loan as per loan agreement (incl. early repayment fee)
 - Remaining proceeds used to fund supervision, management costs and interest costs on #2–4 to 1Q 2011
- New 1st priority USDm 22 MOSU convertible bond viewed as most attractive solution
 - Best possible ranking and asset backing of the new funds
 - Allowing MOSU to comply with existing Batamec contracts and hence keep “option value”
 - New capital to earn excess returns in the event of cancellation of all construction contracts



Key terms new MOSU 1st priority convertible loan

- Issuer: Mosvold Supply Plc
- Loan amount: USDm 22
- Issue price: Par value
- Purpose: Financing of 2nd installment on vessel #3 and 4 and company “running costs” (supervision, mgmt & interest costs)
- Maturity: Expected to be 12 April 2012 (2 years after settlement date)
- Cash coupon: 8.0% p.a. (payable semi-annually in arrears)
- Strike price: USD 0.333/share
- Security: 1st priority in vessel #3 and 4; share pledge in asset owning companies, assignment of construction contracts and refund guarantees, etc.
- Issuer’s call options: American call option @ 110.0% 12–18 months after drawdown (min. USDm 11 to be called to release 1st priority security in vessel #3)
Redemption @ 100.0% at maturity
- IRR: IRR of 8.1% p.a. if held to maturity and no early redemption
IRR of 11.7% p.a. if USDm 11 called after 12m and remaining USDm 11 repaid at maturity
- Dividend clause: No dividends
- Change of control: Investor put @ 101.0%
- Priority (allocation): i) Shareholders and convertible bondholders, ii) 2nd lien bondholders, iii) other investors
- Trustee: Norsk Tillitsmann ASA



Investment case – scenario I (delivery of 3x AHTS)

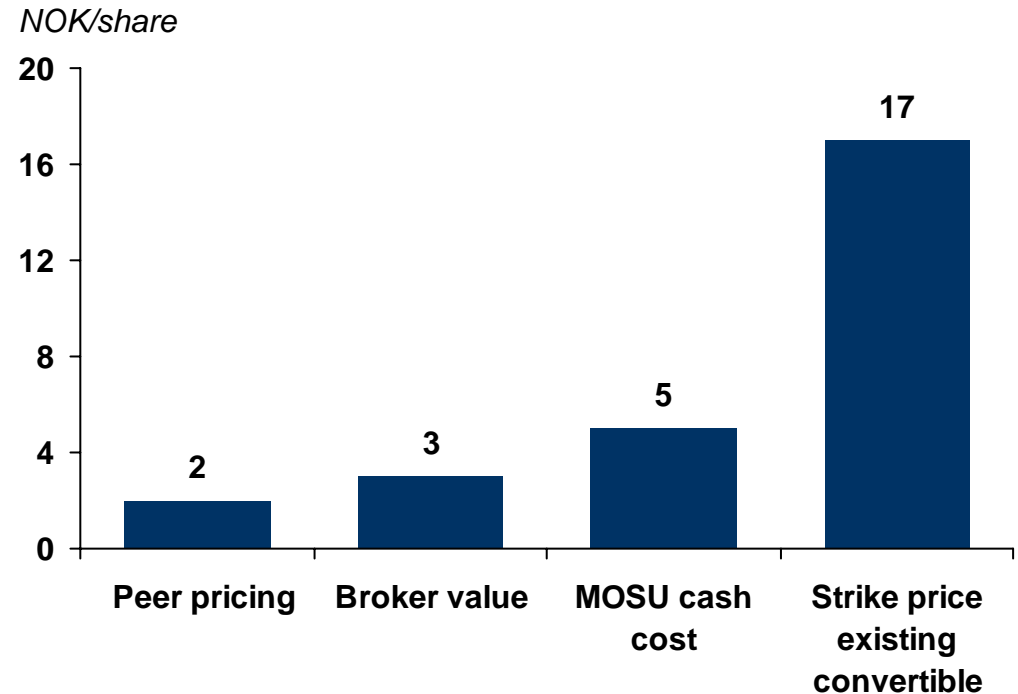
- Total all-in delivered cost of USDm ~300
 - Marginally above previous guiding due to increased interest costs from new proposed 1st pri. convertible and premium on USDm ~16 mandatory redemption of existing 2nd pri. MOSU bond upon cancellation of vessel #1
 - Current depressed peer pricing implying MOSU equity worth NOK ~2, representing asset values of USDm ~85/vessel
 - Current broker values of USDm 90/vessel obtained implying equity value NOK ~6/share (pre new convertible)
- Current MOSU funding requirement of USDm ~220 post refund of vessel #1
- Funding sources to delivery of vessel #4:
 - USDm 22 new 1st priority convertible loan
 - USDm 176 of expected take-out bank debt (~60% of delivered cost)
 - USDm 10 of unfunded equity requirement
 - EBITDA from vessel #2 and 3 pre delivery of vessel #4 of USDm ~12
- MOSU fully invested EV of USDm 253 (~85% of all-in delivered cost) at USD 0.333/share
 - Net debt at delivery of USDm ~212
 - Equity market cap USDm 41 (USDm 9 value of existing equity, USDm 22 from new convertible and USDm 10 unfunded/new equity)
- EV/EBITDA of ~7x on Pareto 2011 estimates for similar vessels (NOK 275'/d)
 - P/E of ~3x (on USDm 41 market cap)



Scenario I – valuation and equity potential

- Current broker value of USDm 90/vessel reflecting NOK ~3/share
 - Fully diluted incl. conversion of new 1st pri. convertible loan
- Peer pricing implying NOK ~2/share
 - EV USDm ~255 (USDm ~85/vessel)
- MOSU all-in cash cost reflecting NOK ~5/share post conversion
 - USDm ~100 per vessel
- 26.5 million shares currently outstanding at an average cost of NOK ~12
 - 9.0 million shares at NOK 12.75
 - 17.5 million shares at USD 2.00
- ~90 million shares fully diluted ¹⁾
 - ~63.9 million new shares from conversion of new 1st pri. convertible bond at USD 0.333
 - New 1st pri. convertible with ~71% ownership post conversion

NAV/share – current vs. potential (post conversion)



Notes:

- NAV/share assuming conversion of new 1st pri. USDm 22 convertible at USD 0.333
- Peer pricing reflecting EV/GAV 0.8x i.e. 20% asset discount of peers
- Broker values reflecting USDm 90/vessel (vs. USDm 105 on similar assets built in Norway)
- Cash cost reflecting MOSU all-in delivered cost of USDm ~100/vessel

1) Excl. existing convertible bond: ~7.2 million shares if converted not included due to high conversion price



Pro forma MOSU key figures (3x AHTS)

- EV USDm ~253 fully invested/fully diluted
- Post deal market cap of USDm 41 at NOK 2/share
 - Assuming repayment of existing convertible
 - Assuming conversion of new convertible
 - Assuming equity financing of unfunded capex of USDm 10 at NOK 2/share
- Net debt of USDm ~212 fully invested
- EV/EBITDA of ~7x on Pareto 2011E estimates for similar vessels (NOK 275k/d)
 - P/E of ~3x
- EV/EBITDA of ~4x on NOK 450'/d (3 year average 2005–2007)
 - P/E of ~1x

MOSU earnings scenarios (fully invested)		Pareto 11E	High
Day rate	NOK/day	275,000	450,000
Day rate	USD/day	47,000	77,000
Utilization	%	96%	96%
Opex	USD/day	(10,000)	(10,000)
No of vessels	#	3	3
Vessel EBITDA	USDm	38	70
SG&A	"	(2)	(2)
EBITDA	"	36	68
Depreciation (25yrs)	"	(10)	(10)
EBIT	"	26	58
Net interest	"	(12)	(12)
Taxes (5%)	"	(1)	(2)
Net profit	"	14	44
Cash earnings	"	24	54
Maintenance capex	"	(2)	(2)
Free cash flow (pre debt amortisation)	"	22	52
Free cash flow (post debt amortisation)	"	(3)	27
EPS	NOK/sh	0.7	2.1
Share price	NOK/sh	2.0	2.0
No of shares (fully invested/diluted)	mill.	119.5	119.5
Market capitalisation	USDm	41	41
Net debt fully invested	"	212	212
Enterprise value	"	253	253
EV/EBITDA		6.9	3.7
P/E		3.0	0.9
RoE (on mkt cap)		33.2 %	106.1 %
Net interest bearing debt/EBITDA		5.8x	3.1x
EBITDA/Net interest		3.0x	5.6x



Investment case - scenario II (MOSU cancellation)

- Scenario II reflecting Batamec missing delivery dates on all 4 vessels and MOSU utilizing the cancellation rights
- In this scenario, MOSU is fully funded post proposed new USDm 22 1st pri. convertible
- USDm ~41 in projected MOSU liquidation value 1Q 2012
 - Reflecting USDm ~108 of refund repayments vs. USDm ~97 paid-in installments
 - “Gain” reflecting interest compensation
- Fully diluted NOK 2.6/share liquidation value
 - Post repayment of existing MOSU debt
- Implying new 1st pri. convertible with USDm ~29 value
 - ~71% ownership fully diluted
- Scenario II representing USDm ~30 accumulated loss vs. funds raised
 - USD ~14m (net) interest costs (USD ~25m gross less interest earned on refund guarantees)
 - USD ~16m of accumulated mgmt fees, construction supervision costs and legal fees

Liquidation value MOSU - scenario II			
Cash as of end 1Q 2012 ¹⁾	USDm		40.8
<i>1) Post repayment of 2.pr bond and existing convertible</i>			
Shares outstanding	mill.		26.5
New 1st pri. convertible	USDm	22.0	
Strike price new 1st pri. convertible	NOK/sh	2.0	
New shares from conversion	mill.		63.9
Fully diluted no. of shares	mill.		90.4
Liquidation value fully diluted	NOK/sh		2.6

Liquidation value - distribution			Value \$m
Existing shareholders	%	29.3%	12.0
New 1st pri. convertible	%	70.7%	28.8
Total	%	100.0%	40.8

Source: Mosvold

NOK / USD 5.8

CANCELLATION SCENARIO - USE AND SOURCES	USDm
Gain on paid-in installments (= interest compensation)	11
Cumulated "burn" (Interest costs/supervision/mgmt etc)	(41)
Implied project loss	(30)
Paid-in equity (net)	50
New 1.pr convertible (net)	21
Total "equity" raised	71
Implied liquidation proceeds	41



Existing shareholders Mosvold Supply Plc

Shareholders as of end 2009	No. of shares	% of total
Mosvold Shipping Holding Limited	6,206,594	23.42%
Morgan Stanley & Co Client Equity acc.	4,852,100	18.31%
Credit Suisse Sec. Special Custody acc.	2,369,600	8.94%
Ole Ketil Teigen	2,000,000	7.55%
Credit Suisse Sec. Europe Ltd.	2,000,000	7.55%
Bjørgvin AS	1,360,100	5.13%
R.S. Platou ASA	1,140,500	4.30%
Otto Investment Limited	1,098,800	4.15%
Saga Shipping and Trading SA	874,400	3.30%
Frode Teigen	750,000	2.83%
Total top 10	22,652,094	85.48%
Other shareholders	3,847,906	14.52%
Total outstanding shares	26,500,000	100.00%



APPENDIX



Scenario I – detailed cash flow model to delivery

<i>Figures in USD</i>	Q1 2010	Q2 2010	Q3 2010	Q4 2010	Q1 2011	Q2 2011	Q3 2011	Q4 2011	Q1 2012	Total
Payments to receive										
New 1st priority convertible	22,000,000	-	-	-	-	-	-	-	-	22,000,000
Fee 1st pri convert (Guarantee Consortium/Market Maker)	(660,000)	-	-	-	-	-	-	-	-	(660,000)
Long-term mortgage financing	-	-	-	-	56,000,000	-	60,000,000	-	60,000,000	176,000,000
Fee long term loan	-	-	-	-	(1,120,000)	-	(1,200,000)	-	(1,200,000)	(3,520,000)
Operating revenue	-	-	-	-	-	3,000,000	4,500,000	7,500,000	9,000,000	24,000,000
Interest revenue	5,500	12,219	38,322	31,014	18,566	49,080	36,447	27,566	19,649	238,363
Unfunded (assuming conversion of new convertible)	-	-	-	-	10,000,000	-	-	-	-	10,000,000
Total payments to receive	21,345,500	12,219	38,322	31,014	64,898,566	3,049,080	63,336,447	7,527,566	67,819,649	228,058,363
Disbursements										
Contract price I-II	-	-	0	-	(54,134,500)	-	-	-	-	(54,134,500)
Contract price III-IV	(16,700,000)	-	-	-	-	-	(57,750,000)	-	(59,150,000)	(133,600,000)
Return of 30% I	-	25,627,165	-	-	-	-	-	-	-	25,627,165
Calculated Exchange rate effect II	-	-	-	-	(1,161,490)	-	-	-	-	(1,161,490)
Calculated Exchange rate effect III-IV	(136,167)	-	-	-	-	-	(470,874)	-	(482,297)	(1,089,339)
Management fee incl vat I-IV	(586,500)	(586,500)	(439,875)	(439,875)	(439,875)	(439,875)	(439,875)	(439,875)	(439,875)	(4,252,125)
Optional equipment II-IV	-	-	-	-	(1,000,000)	-	(1,000,000)	-	(1,000,000)	(3,000,000)
Supervision/site team/pre-del crew cost I-IV	(250,000)	(250,000)	(250,000)	(250,000)	(250,000)	(250,000)	(250,000)	(250,000)	(250,000)	(2,250,000)
Contingency	-	-	-	-	(1,000,000)	-	(1,000,000)	-	(1,000,000)	(3,000,000)
Legal & auditing services and misc.	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(675,000)
Repayment of bond loan (50%)	-	(16,876,076)	-	-	-	-	-	-	-	(16,876,076)
Repayment of short-term loan MOMC	(1,525,000)	-	-	-	-	-	-	-	-	(1,525,000)
Interest cost Bond 11%	-	(1,751,291)	-	(875,645)	-	(875,645)	-	(875,645)	-	(4,378,227)
Interest cost existing convertible 7%	(735,000)	-	(735,000)	-	(735,000)	-	(735,000)	-	(735,000)	(3,675,000)
Interest cost new convertible 8%	-	(880,000)	-	(880,000)	-	(880,000)	-	(880,000)	-	(3,520,000)
Interest cost long-term mortgage financing I+II	-	-	-	-	-	(935,200)	(911,820)	(888,440)	(865,060)	(3,600,520)
Interest cost long-term mortgage financing III+IV	-	-	-	-	-	-	-	(1,002,000)	(976,950)	(1,978,950)
Instalments long-term mortgage financing I+II	-	-	-	-	-	(1,400,000)	(1,400,000)	(1,400,000)	(1,400,000)	(5,600,000)
Instalments long-term mortgage financing III+IV	-	-	-	-	-	-	-	(1,500,000)	(1,500,000)	(3,000,000)
Operating costs	-	-	-	-	-	(720,000)	(1,080,000)	(1,800,000)	(2,160,000)	(5,760,000)
Total disbursement	(20,007,667)	5,208,298	(1,499,875)	(2,520,520)	(58,795,865)	(5,575,720)	(65,112,569)	(9,110,960)	(70,034,182)	(227,449,061)
Net cash flow in the period	1,337,833	5,220,518	(1,461,553)	(2,489,506)	6,102,702	(2,526,640)	(1,776,122)	(1,583,394)	(2,214,533)	609,302
Cash balance at the beg. of the period	1,106,000	2,443,833	7,664,350	6,202,797	3,713,291	9,815,992	7,289,352	5,513,230	3,929,835	
Cash balance at the end of the period	2,443,833	7,664,350	6,202,797	3,713,291	9,815,992	7,289,352	5,513,230	3,929,835	1,715,302	

- Assuming USDm 22 new 1. pri. convertible loan 1Q 2010
- Assuming repayment of 50% of the existing 2nd pri. bond at 106% of par – 2Q 2010
- Assuming a total of USDm 176 take-out 1st pri. debt upon delivery of vessel #2–4



Scenario II – cancellation of all vessels

<i>Figures in USD</i>	Q1 2010	Q2 2010	Q3 2010	Q4 2010	Q1 2011	Q2 2011	Q3 2011	Q4 2011	Q1 2012	Total
Payments to receive										
New 1st priority convertible	22,000,000	-	-	-	-	-	-	-	-	22,000,000
Fee 1st pri convert (Guarantee Consortium/Market Maker)	(880,000)	-	-	-	-	-	-	-	-	(880,000)
Return of paid instalments	-	25,627,165	-	-	26,045,268	-	27,692,117	-	28,917,886	108,282,436
Interest revenue	-	2,773	9,287	7,423	3,917	13,708	11,852	44,790	43,157	136,907
Total payments to receive	21,120,000	25,629,938	9,287	7,423	26,049,185	13,708	27,703,969	44,790	28,961,043	129,539,343
Disbursements										
Second instalment III+IV	(16,836,248)	-	-	-	-	-	-	-	-	(16,836,248)
Management fee incl vat I-IV	(586,500)	(586,500)	(439,875)	(439,875)	(439,875)	(293,250)	(293,250)	(146,625)	(146,625)	(3,372,375)
Supervision/site team/pre-del crew cost I-IV	(250,000)	(250,000)	(250,000)	(250,000)	(250,000)	(250,000)	(250,000)	(250,000)	(250,000)	(2,250,000)
Legal & auditing services and misc.	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(675,000)
Repayment of bond loan (50%)	-	(15,920,826)	-	-	(15,920,826)	-	-	-	-	(31,841,652)
Fee early repayment of bond loan (50%)	-	(955,250)	-	-	(796,041)	-	-	-	-	(1,751,291)
Repayment of convertible bond loan	-	-	-	-	-	-	-	-	(21,000,000)	(21,000,000)
Repayment of short-term loan MOMC	(1,525,000)	-	-	-	-	-	-	-	-	(1,525,000)
Interest cost Bond 11%	-	(1,751,291)	-	(1,167,527)	-	-	-	-	-	(2,918,818)
Interest cost existing convertible 7%	(735,000)	-	(735,000)	-	(735,000)	-	(735,000)	-	(735,000)	(3,675,000)
Interest cost new convertible 8%	-	(880,000)	-	(880,000)	-	(880,000)	-	(880,000)	-	(3,520,000)
Total disbursement	(20,007,748)	(20,418,867)	(1,499,875)	(2,812,402)	(18,216,742)	(1,498,250)	(1,353,250)	(1,351,625)	(22,206,625)	(89,365,384)
Net cash flow in the period	1,112,252	5,211,071	(1,490,588)	(2,804,979)	7,832,443	(1,484,542)	26,350,719	(1,306,835)	6,754,418	40,173,959
Cash balance at the beg. of the period	1,106,000	2,218,252	7,429,323	5,938,735	3,133,756	10,966,199	9,481,657	35,832,376	34,525,541	
Cash balance at the end of the period	2,218,252	7,429,323	5,938,735	3,133,756	10,966,199	9,481,657	35,832,376	34,525,541	41,279,959	

- Assumption: Batamec failing to meet contractual cancellation dates on all vessels
- USDm 22 required through 2010 assuming refund on all paid installments
- No further vessel capex requirements post 1Q 2010
- USDm ~41 of cash in the company after refund on 4th vessel and repayment of all existing debt



VS 491 CD: high capacity AHTS

Main features

- Design: Vik Sandvik
- Overall length: 91 m
- Breadth moulded: 22 m
- Deadweight (7.9 m draft): 4,000 t
- Speed at 6.0 m draft: 17 knots
- Total horsepower: 28,080
- Min. bollard pull: 270 t
- DP class: II
- Towing/anchor handling winch: 500 t
- Crane capacity: 1x 5t, 1x 6t and 1x 10t
- Fuel consumption: 13.5 t diesel per day
- Accommodation: 60 persons
- Prepared for ROV hangar



Well reputed equipment suppliers

- Diesel engines: MAK
- Thrusters: Brunvoll
- Towing winches: Hatlapa
- DP: Kongsberg



Mosvold Supply AHTS with high-end specifications

	Mosvold Supply	Siem	Havila	Farstad	Olympic
Design	VS 491 CD	VS 491 CD	Havyard 845	UT 731 CD	A 122
Loa	91	91	87	87.4	94
Breadth	22	22	22	21	23
BHP (horse power)	28080	28000	23000	25000	26500
Bollard Pull	270	300	250	240	260
Winch	500t	500t	500t	500t	500t
Winch Drum	Triple	Triple	Triple	Triple	Na
Deck	700	750	675	760	840
Accommodation	60	60	35	40	68
Max Speed	17	18	17	18	17
Economical Speed	13	12	12	13	Na
DP	2	2	2	2	2
Shark Jaws	2 x 350t	2x350t	2x350t	Na	Na
Stern Roller	SWL 600t	SWL 750	SWL 600	Na	Na
Stern Roller dimension	ø4m, length 8m	ø4m, length 8m.	ø4.5m, length 6m	Na	Na
Towing Pins	4 x 350t	4x350t	2x300	Na	Na
Deadweight	4000	4250	4000	3900	4925
Fuel	1550	1450	1550	1100	2800
Fresh Water	1090	1160	500	700	800
Mud	679	670	500	850	660
Dry Bulk	306	300	250	175	180
Rig Chain	670	680	610	670	800
Oilrec	1000	870	1000	1000	
FIFI	Prep.II	II	II	Na	Na
Delivery		May.09	May.09	May.09	Apr.09



World AHTS fleet is old (22 years avg age)

Number of newbuilds

