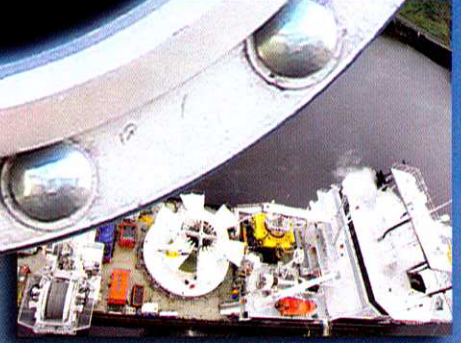


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Great Ships *of 2009*





The Bourbon 100 & 200 Liberty Series

With the Bourbon Liberty series, Bourbon was attempting to anticipate future developments and meet its clients' expectations in terms of cost reductions. With diesel-electric propulsion, DP2, and an innovative design, the Bourbon Liberty 100 and 200 PSV and AHTS series are designed to offer productivity gains on operations. In total, 76 vessels (22 PSV and 54 AHTS) are to be delivered by 2012 under the Horizon 2012 plan. As of August 2009, 12 Bourbon Liberty 100 and 10 Bourbon Liberty 200 have been delivered. This series of diesel electric vessels has been designed to produce a major reduction in fuel consumption in order to minimize operating costs, as one of the main advantages of diesel electric propulsion is to generate power that is constantly adjusted to actual requirements during operations, thereby reducing fuel consumption by 30%. The series is also designed to minimize time required to carry out operations while maximizing safety, as well as offer increased storage capacity compared to other vessels of identical size. The design of Bourbon Liberty vessels, whether it be the ATS or the PSV, has provided an additional 30% in cargo capacity, optimizing and shortening the time needed for transfers. The Bourbon Liberty 201 is the first of 54 GPA 254L AHTS vessels designed by Guido Perla & Associates, Inc. (GPA) currently under construction Dayang City Shipyard and Zhejiang Shipyard, which are part of the Sinopacific Group, for Bourbon Offshore. The benefits of the GPA 254L AHTS are comprehensive. The vessel is touted as outperforming similar-sized vessels in terms of space optimization as a result of locating the engine room above main deck, a concept

pioneered by GPA several years ago and made possible by the implementation of diesel-electric propulsion. The oval tank design for liquid products, coupled with a faster and automated cleaning system, is designed to enable optimized loading and transfer operations. Further benefits of the diesel-electric propulsion system common to these vessels include better fuel consumption and a reduction in CO2 emissions by as much as 30%. Electric Power Design, Inc. (EPD), along with GPA, brought a new development of electric propulsion systems to market on the GPA 254L AHTS by providing the actual ship's Engine Control Room (ECR) in a pre-manufactured container. The ECR, completely tested and designed as an integral part of the ship's structure, allows for the equipment to be installed and tested in a controlled environment. During installation, the ECR is simply lowered onto the vessel, secured and connected to power and control cables externally, an approach that greatly reduces the possibility of equipment damage while in the shipyard. At-sea operations are also optimized by exceptional maneuverability and the capability to maintain precise position alongside rigs and platforms. With the use of three main generators with a total power of 5,475 kW, three stern Z-Drive thrusters and two bow thrusters, in combination with a DP System Class 2, the GPA 254L facilitates tremendous station-keeping capabilities to carry out operations safely, even in adverse weather conditions. Redundant propulsion equipment even allows for full operation with one generator out of service. To facilitate the rapid building of large numbers of the Bourbon Liberty 200 series at comparably low

capital costs, the GPA 254L AHTS design is based on constructability. Simplified construction methods, such as single-curvature hulls, transverse framing and flanged plate framing, a combination that is the standard for GPA offshore designs, play a significant role in decreasing construction time and cost. These methods allow the use of less expensive equipment, as well as less skilled workers without compromising quality of the vessels construction process. While her characteristics also make the GPA 254L AHTS an excellent supply vessel for deepwater offshore operations, the series will principally be used for the replacement market operating in the continental offshore arena, bringing deepwater vessel technologies to shallow water operations.

Main Particulars

Ship Name	Bourbon Liberty 201
Ship Type	AHTS
Builder	Dayang Shipyard, China
Owner	Bourbon Offshore
Designer	Guido Perla & Associates, Inc.
Delivery Date	February 2009
Classification	ABS, +DPS-2, SOLAS, FFFV1, +AMS, *AH, Towing Vessel, Offshore Support Vessel
Length, o.a.	59.8 m
Length, b.p.	57.3 m
Breadth, molded	15 m
Depth, molded	4.9 m
Draft, designed	4.3 m
Draft, scantling	2.9 m
Speed@ Design Draft	12 knots
Azimuth Thrusters	Steerprop
Gensets	Cummins
Engine Control Room	EPD
Double-Drum Winch	Mac-Gregor-Plimssoll
Dynamic Positioning 2 System	Beier
Main engines	2 x 1,685 kW
Azimuthing Z-Drives	1 x 1,685 kW Fixed Z-Drive
Total installed power	5,475 kW
Bow Thrusters	2 x 560kW
Main Diesel Generators	3 x 1,825 kW