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Atlantic Fleet
Vessels +

R.O.G.E. WROV
R.emote O.perated G.rab
E.xcavator

Survey & support...

- Subsea Recovery
- Deep water Geotechnical
- Mattress Lay
- Seabed Clearance
- Boulders / UXO removal
- Subsea Salvage

Rev. 04.07.2016
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OFFSHORE R.O.G.E. WROV

Subsea Solutions

Overview
For over 25 years, Atlantic Marine & Aviation LLP have provided specialist offshore vessels for charter for offshore survey, route clearance, inspection and construction support roles. Specialist in subsea and surface diving, cables and installation support roles, with experience in offshore supply and subsea operations and specialists in subsea boulder removal.

Atlantic Marine and ROGE Systems Ltd operate from the Atlantic Marine North Sea Operations base alongside the river in Great Yarmouth. Atlantic Marine are owners and operators of a fleet of offshore vessels and ROGE systems operate the largest rental fleet of ROGE WROV systems currently available worldwide. This ability to offer a combination of vessel hire and ROGE WROV hire from within a fleet of vessels and subsea ROGE units, from the same company, is unique in the market. We offer the ability to support the systems and vessels with the ability to pull on a fleet of units in case of any need to increase production or replacement.

The ROGE ROV system is based around the ROV technology combined with subsea hydraulic power pack and a heavy duty galvanized steel frame capable of the toughest subsea jobs. The ROGE ROV is subsea hydraulic tool platform that is designed to transfer the 20T lift capacity of the umbilical winch through to the chosen tool fitted to the ROGE ROV such as a subsea Grab or cutter. The lift capacity far exceeds that of a Work Class ROV but gives greater control and manoeuvrability than utilising a vessel crane and a Work Class ROV combination.
The ROGE ROV performs many of the tasks that a Work Class ROV can perform including as-found and as-left site surveys which can be achieved in concurrently with the tooling work-scope. The ROGE ROV system is supplied fully mobilized as a complete spread onto an Atlantic Marine fleet vessel and can be included within the charter party agreement, thereby de-risking a separate charter and equipment hire set up. i.e. if the ROGE ROV system is not operational for any reason, the ship can also be taken off hire and so reduces the risk for the contractor.

The ROGE ROV can be deployed by crane with a separate umbilical OR on a steel wire anti-rotation main lift umbilical, providing the lifting capabilities, power and fibre optic supplies to the ROGE ROV. Depending on which of the fleet of ROGE ROV's is used, we also offer the option of heave compensation via the hydraulically operated winches which have tension control reducing the effect of vessel heave and roll on the ROGE ROV by hauling in and paying out on the umbilical line as the vessel heaves.

The ROGE ROV is hangs vertically by the umbilical or crane wire and the four vectored thrusters manoeuvre it subsea or hold it’s heading like an WROV. The vertical movement is also controlled by the joystick and surface winch, so the effect of the thrusters and the winch combined is virtually identical to a free flying ROV. Vessel DP positioning and position moves combined with the ROGE ROV thrusters provide cm accuracy of positioning for both the ROGE ROV sensors and of the associated tooling at the subsea location.

The ROGE ROV provides interchangeable subsea tools from its on-board hydraulic power supply. This range of tooling permits multiple tasks within subsea projects to all be carried out from the single vessel and system, and removes the requirement for multiple mobilisations, ROV or diver intervention.

The ROGE ROV tooling

The ROGE ROV system is a multi-functional subsea power pack and ROV, which can perform multiple subsea tasks from a single unit through use of interchangeable hydraulic, tooling, survey electronics and subsea sensors. This is a tough diver-less system which is a revelation in subsea capabilities all in one package.
Atlantic Marine Fleet - 30 years of Marine experience

Since 1985 (over 30 years), Atlantic Marine (AM) has owned and operated a total of 46 ships and vessels from the UK into North Sea and Atlantic waters. AM are a fleet owner and operator, providing a “one stop shop” of vessel management including crewing, technical management and also sub-charter of suitable vessels from third parties to include audit and charter management. At the time of this proposal, the fleet includes 6 ships.

- Walk to Work vessels
- Offshore Accommodation
- Subsea CABLE LAY and Installation
- PLGR (Pre Lay Route Clearance)
- Cable route survey (Geotechnical/Geophysical)
- Personnel transfer
- Guard-ship and safety standby
- SUBSEA survey and ROV


Atlantic Enterprise  Atlantic Tonjer
## Track History

**Offshore Wind subsea and ROGE WROV boulder/subsea projects 2010-2016:**

<table>
<thead>
<tr>
<th>Yr.</th>
<th>WIND FARM</th>
<th>ROLE</th>
<th>Client</th>
<th>Vessel</th>
<th>*Boulder No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>Sheringham Shoal</td>
<td>PLGR Route clearance</td>
<td>Statoil/Red 7</td>
<td>Guardian</td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>Humber Gateway</td>
<td>Boulder removal</td>
<td>EON Renewables</td>
<td>Explorer</td>
<td>&gt;8,500</td>
</tr>
<tr>
<td>2013</td>
<td>Humber Gateway</td>
<td>Inter array cable lay</td>
<td>EON Renewables</td>
<td>Carrier</td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>London Array</td>
<td>Offshore Trenching / Diving</td>
<td>London Array</td>
<td>Surveyor</td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td>Westernmost Rough</td>
<td>Boulder and UXO removal &amp; Survey</td>
<td>VBMS</td>
<td>Explorer</td>
<td>&gt;3,700</td>
</tr>
<tr>
<td>2013</td>
<td>Baltic 2</td>
<td>Subsea cables ROV inspection</td>
<td>Alstom</td>
<td>Surveyor</td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td>Rampion</td>
<td>Subsea Geotechnical</td>
<td>Fugro</td>
<td>Surveyor</td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>St Nazaire</td>
<td>Subsea Geotechnical Survey</td>
<td>Fugro</td>
<td>Surveyor</td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>S.North Sea</td>
<td>Pipeline inspection with ROGE</td>
<td>Pangeo Subsea</td>
<td>Explorer</td>
<td>&gt;20 klms</td>
</tr>
<tr>
<td>2015</td>
<td>Western Aldegrund</td>
<td>Boulder/UXO removal</td>
<td>Prysmian/OMM</td>
<td>Tonjer</td>
<td>&gt;5,900</td>
</tr>
<tr>
<td>2015</td>
<td>Race Bank</td>
<td>Boulder/UXO removal</td>
<td>DONG Energy</td>
<td>Explorer</td>
<td>&gt;3,200</td>
</tr>
<tr>
<td>2016</td>
<td>Rampion</td>
<td>Boulder / UXO removals</td>
<td>EON</td>
<td>Explorer</td>
<td>&gt;2,600</td>
</tr>
<tr>
<td>2016</td>
<td>Western Aldegrund</td>
<td>Boulder/UXO removal</td>
<td>Prysmian/OMM</td>
<td>Carrier</td>
<td>&gt;1,400</td>
</tr>
<tr>
<td>2016</td>
<td>Race Bank</td>
<td>Boulder/UXO removal</td>
<td>DONG Energy</td>
<td>Carrier</td>
<td>&gt;800</td>
</tr>
<tr>
<td>2016</td>
<td>RB export route</td>
<td>ROV Survey of cable trench &amp; UXO</td>
<td>DONG Energy</td>
<td>Carrier</td>
<td>&gt;12 klms</td>
</tr>
</tbody>
</table>

**Total subsea Boulder removal 2013/16 = 26,200***

*approximate number of boulder and UXO targets removed 2013-2016

**Unique market experience and track history.**
Certification & Approvals

IACS class members, DNV and RINA, approve Atlantic Marine vessels and management systems. Atlantic Marine is an ISM certified company holding two ISM DOC’s (Document of Compliance) from both Panama and Liberia international (white) flag authorities, and is authorised to operated full service ship management ISM and ISPS systems on board and ashore. AMcarries out independent and regular audits on board all vessels, and operates and IMCA compliant ISM/HSE internal policy. AM and complies with all international IMO/ISM requirements. AM carries and applies UK approved HSE and D&A policy documents. IMCA audits and MCA inspection reports are available for individual ships. All vessels are compliant to UK MCA and international requirements and operate from UK ports with all Western/European crew.

ROGE WROV SYSTEM

Photos – in operation
ROGE ROV THRUSTER HEAD UNIT

ROGE 1 / 2 Generic information

Model       ROGE 1 / 2
Size / Weight  2040mm x 2040mm x 1440mm, 3 ½ Ton with the Grab attached, 2 Ton when not fitted

Depth Rating  Max depth is rated to approx. 4000m but determined by winch and umbilical, ROGE 1 currently approx. 2000m ROGE 2 approx. 250m
Max Lift      Approx. 20 Ton dependant on the umbilical, tooling and application
Camera       Optional camera fitment is dependant on tasking e.g. 1 x Tritech Typhoon colour cameras, 2 x Tornado B&W low light camera
Thrusters    4 x horizontal Sub Atlantic SA380 thrusters
Sonar        Blueview P900
Lights       4 x Rovtech Seabeam dimmable 3 pin 110v lights
Control

Field proven Tritech control system

Power Requirements

ROGE 1: 2000v supplied by umbilical and stepped down to 110v and 440v 3 phase by subsea transformer

ROGE 2: 440v supplied by umbilical

HPU Output

Producing a pressure of approx. 220bar – flow rate of 60 Ltrs per minute 4000 meter

Grab

1000 ltr capacity 6 tyne grab measuring 2.5m open (B) (see pic 1) and 1.7m fully closed (A) (see pic 2)

Other tooling options are available upon request
ROGE ROV TOPSIDE CONTROL – (upgraded August 2016)

Heading, pitch & roll

Depth (pressure and umbilical line out)

Altitude (above seabed)

Subsea position – USBL System (optional extra)

Up to 4 x visual cameras (additional can be supplied if required)

Blueview acoustic Imaging Sonar (Multibeam option)

Various sensors to monitor the performance and health of the ROGE ROV

Intelligent Valve Pack (IVP)

Joystick control
VESSEL FLEET & ROGE ROV Utilisation:

Atlantic Marine and ROGE Systems Ltd operate a fleet of three complete ROGE WROV spreads.

ROGE 1 is permanently installed on board the Atlantic Explorer. ROGE 2 and ROGE 3 are portable / containerised systems, capable of launch from any offshore vessel equipped with a large crane and moon pool (or over side crane 30T+), including Atlantic Marine’s fleet vessels Atlantic Carrier or Atlantic Tonjer:

Primary Roles

- Subsea boulder removal
- Subsea wreck and debris salvage
- UXO survey and removal
- Trenching and seabed preparation works
- ROV survey (pipelines / cable)
- Rock bag placement or recover
- Mattress protection lay or recovery
- Soil and seabed sampling
- Seabed excavations
- Deep ocean survey and recovery missions

Using a ROGE2 WROV to pick up and move ROGE1
Operating Parameters – Fleet Options

Operating parameters for vessel + ROGE ROV spread are detailed below:

| Operating and Recovery Limits |
|-------------------------------|-------------------------------|-------------------|
|                               | Wave Height (Hs) | Wind limit: Knots | Current: Knots |
| Atlantic Carrier              | 2-2.5            | 25               | 2.5            |
| Atlantic Explorer             | 2                | 25               | 2              |
| Atlantic Tonjer               | 2-2.5            | 30               | 2.5            |

Note: Vessel limits are for operating in DP with the ROGE ROV system

**Wave Height:** The ROGE operates in up to Hs 2.5m. (this maybe reduced to Hs 2M when several environment factors combine).

**Currents:** The ROGE ROV operates in currents up to 3 knots as current has a reduced effect upon the ROGE ROV due to the supporting vertical tether (umbilical) and the weight of the unit (around 4.5 tons) which even in strong currents, will push the ROGE ROV away from the vertical but does not hinder the tooling and survey operations subsea in the same way as a free flying ROV.

**Depth:** Depending on which of the fleet of ROGE ROV systems is used, we can offer depth ratings down to 4,000 meters but also offer a shallow water reduced power system for use on small inshore vessels for shallow coastal or estuary operations.

**Excursion:** This is a circle around the vertical umbilical, which forms the center of the circle. The diameter of the working circle of excursion is a function of the depth and thruster power. The lateral excursion is then extended easily outside the working circle of thruster excursion by simply moving the vessel above using the DP (dynamic positioning). This allows the ROGE ROV to work around a single location using thrusters (see diagram below) OR to move off along a track for route, cable or pipeline surveys or operations.
USE 1. BOULDER GRAB REMOVALS / UXO and BOULDER SURVEY

Target removal – Methodology

Subject to client specific procedure for the removal of boulders, debris or lost assets. Below is an example of the system directed by a number of our clients:

- Surveyor gives target location to bridge and ship moves to location
- Arrive at location and Deploy ROGE WROV
- Surveyor gives approximate heading and range to target
- ROGE deploys blueview SONAR using hydraulic action arm, surveys the area and locates target (if no target found a north, south, east, west blueview screenshot is taken and vessel moves on to next target).

Boulders located on sonar
• ROGE pilot takes an “as found” picture of target
• ROGE gives heading and distance to bridge
• ROGE pilot tracks boulder, and passes vessels movement to bridge until ready to make a grab
• ROGE pilot grabs boulder and raises off the sea bed, co-ordinates are logged as well as approx. size and weight (from load cell). (max 15 tons)
• ROGE / vessel moves approx. 2-5 meters and swings round taking an as left screen shot (proof of pickup)
• Surveyor gives dump coordinates to bridge and vessel moves to that location
• ROGE takes a “pre-Dump” picture
• ROGE releases boulder
• ROGE takes a “post dump picture”
• Process is repeated

The above example can be shortened if this level of evidence is not required.
Example of dive log (showing 5 targets picked up):

<table>
<thead>
<tr>
<th></th>
<th>Time</th>
<th>Location</th>
<th>Photo</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Vessel Move</td>
<td>10:11</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>As Found</td>
<td>10:15</td>
<td>E423606.62 N6018172.01</td>
<td>2016-05-31-10-15-24</td>
</tr>
<tr>
<td></td>
<td>As Left</td>
<td>10:18</td>
<td></td>
<td>2016-05-31-10-18-42</td>
</tr>
<tr>
<td></td>
<td>As Dropped</td>
<td>10:27</td>
<td>E423620.08 N6018170.59</td>
<td>2016-05-31-10-27-29</td>
</tr>
</tbody>
</table>

| 2 | Vessel Move | 10:27              |                   |                                  |
|   | As Found     | 10:41              | E423607.42 N6018173.05 | 2016-05-31-10-41-19 | Photo of target on approach |
|   | As Left      | 10:49              |                   | 2016-05-31-10-49-50 | photo of target after pickup |
|   | As Dropped   | 10:50              | E423620.28 N6018170.94 | 2016-05-31-10-50-26 | photo of dump location |

| 3 | Vessel Move | 10:50              |                   |                                  |
|   | As Left      | 11:04              |                   | 2016-05-31-11-04-44 | photo of target after pickup |
|   | As Dropped   | 11:06              | E423620.18 N6018170.85 | 2016-05-31-11-06-37 | photo of dump location |

| 4 | Vessel Move | 11:06              |                   |                                  |
|   | As Found     | 11:14              | E423609.87 N6018171.29 | 2016-05-31-11-14-24 | Photo of target on approach |
|   | As Left      | 11:16              |                   | 2016-05-31-11-16-55 | photo of target after pickup |
|   | As Dropped   | 11:24              | E423620.26 N6018170.94 | 2016-05-31-11-24-53 | photo of dump location |

| 5 | Vessel Move | 11:24              |                   |                                  |
|   | As Found     | 11:32              | E423606.78 N6018171.01 | 2016-05-31-11-32-41 | Photo of target on approach |
|   | As Left      | 11:35              |                   | 2016-05-31-11-35-52 | photo of target after pickup |
|   | As Dropped   | 11:44              | E423619.98 N6018171.08 | 2016-05-31-11-44-30 | photo of dump location |
Time scope & Production

These values are approximate and are determined by a number of different factors. The above log illustrates that

- Location of boulder 5 min
- Vessel move and pick up of target 5 min
- Vessel transit, usually 15 meters per second. so 90 meters in 6 min
- Drop off of boulder 1 min

So on average with a 90 meter move the process would take 15 – 20 minutes for each Boulder.

Extract from ROGE daily spreadsheet (DONG project June 2016):

<table>
<thead>
<tr>
<th>Date</th>
<th>ROGE state</th>
<th>ROGE Downtime (Due to fault)</th>
<th>Nature Of fault</th>
<th>ROGE Downtime (Not Fault Related)</th>
<th>Link to fault Report</th>
<th>Boulder Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>14th</td>
<td>SITE</td>
<td>0</td>
<td></td>
<td>2.5VM    8.5WOW</td>
<td></td>
<td>20</td>
</tr>
<tr>
<td>15th</td>
<td>SITE</td>
<td>0</td>
<td></td>
<td>1 (Maintenance)</td>
<td></td>
<td>77</td>
</tr>
<tr>
<td>16th</td>
<td>SITE</td>
<td>0</td>
<td></td>
<td>1.24 (Maintenance)</td>
<td></td>
<td>72</td>
</tr>
<tr>
<td>17th</td>
<td>SITE</td>
<td>0</td>
<td></td>
<td>1HR 4min (CTV) 37min (VM)</td>
<td></td>
<td>106</td>
</tr>
<tr>
<td>18th</td>
<td>SITE</td>
<td>0</td>
<td></td>
<td>3hr 15mins VM</td>
<td></td>
<td>90</td>
</tr>
<tr>
<td>19TH</td>
<td>SITE</td>
<td>0</td>
<td></td>
<td>46mins (Maintenance) 42minsWOW</td>
<td></td>
<td>55</td>
</tr>
<tr>
<td>20th</td>
<td>SITE</td>
<td>0</td>
<td></td>
<td>15hr 50mins WOW</td>
<td></td>
<td>14</td>
</tr>
</tbody>
</table>

Survey spread

Atlantic Marine do not usually supply the survey equipment or personnel, the survey spread and manning have allocated spaces within the control cabin, plus fixed cabling and infrastructure.

Launch and recovery

ROGE 1 is currently located on the Atlantic Explorer, and can only be launched and recovered through the moonpool. ROGE 2 is currently located on the Atlantic Carrier and also launched through the moonpool, but also has the option of working over the side.
USE 2. SUBSEA MATTRESS PROTECTION; POSITION AND LAY

Pick up subsea mattress to position, lay or recover

Mattress prepared above moon pool

Mattress – hydraulic spreader

Deployed via moon pool
Use 2. (cont) SUBSEA MATTRESS LAY – OVERSIDE FRAME DEPLOYMENT
USE 3. SUB BOTTOM AND CABLE / PIPELINE ROUTE SURVEYS

This operation may use the following third party equipment:
- RESON MULTIBEAM SONAR (Seabat)
- PANGEO SUBSEA Sub Bottom Profiler
- Side Scan Sonar
- Blueview Sonar (Included)
- HD Video Cameras (Included)

Pangeo Sub bottom survey with ROGE

Data / results using Pangeo Sub bottom profiling system on ROGE WROV
USE 4. SUB SEA MASS FLOW EXCAVATOR CONTROL HEAD

- Using the Atlantic Marine provided SEAVEX system, the ROGE WROV can be used to position and orientate the Mass Flow Excavator system accurately over subsea targets in order to expose them for removal or to trench in cables, pipelines etc, or also for scour and seabed manipulation:
USE 5. DEBRIS SALVAGE AND REMOVAL:

In spring 2016, the Atlantic Carrier combiner with the ROGE ROV was tasked several times to locate and remove subsea salvage and debris: The most accurate results occurred following an incident where an inspection class ROV had entered the propeller of another owner’s vessel. The ROGE ROV was tasked with locating the lost ROV components with cm accuracy using SONAR and HD cams, and was then tasked to use the GRAB excavator with high precision to remove the pieces from the seabed and recover them to deck.

Recovery of ROV Debris from the seabed in the Wash
ATLANTIC CARRIER with ROGE WROV

Quick specification

- Ship: 82M LOA * 700 M2 deck * 1500 tons cargo.
- Only 7.5 tons/ day fuel consumption on DP operations
- Moon Pool: ROGE WROV operated via 3.2M x 3.2M Moon Pool
- Lift: ROGE WROV can lift 15 tons from seabed, excavate / move boulders or debris & pre/post survey
- Depth: 300m umbilical subsea high speed winch
- DP: Dynamically positioned DP2 (Kongsberg) + 6 point mooring system.
- 4 x tunnel thrusters & two propellers with independent rudders
- Crane: 1 x 40 T/M crane for over-side or moon pool operations
- Gantry docking station for ROGE-ROV SUBSEA Deployment via Moon Pool
- ROGE INSPECTION: Blue View + SONAR+GAP USBL+CCTV+LIGHTS+VIDEO Link+FIBRE OPTICS
- ROGE TOOLS: Tone Grab + Clamshell Grab + Shear Grab + Mass Flow Excavator
- Water Depth Operations 10m to 150m.
ATLANTIC EXPLORER with ROGE WROV

Offshore multi-role ship MV Atlantic Explorer: 71 M offshore specialist recovery, subsea operations and survey vessel.

Atlantic Explorer can accommodate 16 to 18 clients in addition to her 12 marine crew. There are normally 5 persons in the ROV-ROG operations team. There is a moon pool, with ROG-ROV subsea system, and a large crane with 360 degree 15 Ton SWL over-side launch and recovery capability. There is a high degree of fuel economy with her ability to operate her two main engines or only on her three azimuth thrusters and single tunnel thrusters when operating in DP mode (depending on duties).

The two ships Holds can accommodate up to 300 tons of salvage cargo, boulders or subsea equipment.
ATLANTIC EXPLORER (cont)

Quick specification

- Ship: 71M LOA - DP system installed
- Only 2.5 tons/day fuel consumption on DP operations
- ROGE ROV can lift 15 tons from seabed, excavate / move boulders or debris & survey
- 4000m umbilical subsea high speed winch – 25 tons lift – twin hydraulic drives
- Dynamically positioned DP1 – Nautronix NM6000 DP (not classed)
- 3 x 360 degree azimuth thrusters & one x tunnel thrust with independent power source and control system, designed to provide 100% redundancy for close quarters offshore “zone” operations.
- 1 x 68 T/M crane for over-side operations
- 20/25Ton Gantry for ROGE-ROV SUBSEA Deployment via 4.2M x 4.5M Moon Pool
- ROGE INSPECTION: Blue View + SONAR+GAP USBL+CCTV+LIGHTS+VIDEO Link+FIBRE OPTICS
- ROGE TOOLS: Tone Grab + Clamshell Grab + Shear Grab + Mass Flow Excavator
- Water Depth Operations 10m to 4000m.
Atlantic Explorer - multi-purpose support

Dynamic Positioning

ROV-ROGE Control room

Close Proximity operations

ROGE W.ROV with GRAB

ROGE W.ROV Telemetry

Nautronix DP System
OVERSIDE ROCK BAG DEPLOYMENT & PLACEMENT

ROGE ROV over the ship's side by crane and accurately placed using the ROGE W.ROV
ROGE-ROV EQUIPMENT HIRE TERMS

• SYSTEM provided by ROGE SYSTEMS LIMITED in association with Atlantic Marine & Aviation LLP
• ROGE-ROV 5 man operational Team (4 pilots + 1 supervisor)
• 22 hour operations PD + 2 hours per 24 hour cumulative allowance for repairs and maintenance
• Breakdown:
  o ROGE breakdown: 50% of vessel hire remains payable up to 48 hrs.
  o Vessel breakdown: 50% of ROGE hire remains payable up to 48 hrs
• Operational limits - Maximum 2M Sig Wave + 2 knots current
• Knock for Knock liability on all equipment
• Seabed operations and Crown license liability/responsibility for charterers only
• Charterers to indemnify and hold harmless Ocean Force and Atlantic Marine in event of subsea accident, claim, legal proceedings from fisheries groups or local/national authority in respect seabed destruction or disturbance.
• Weather time that cannot be worked at sea shall entitle the ship to return to port in order to facilitate equipment repairs and maintenance.
• All port calls or transfers to/from the vessel at sea for parts and service provision, crew changes, personnel transfer and reporting / HSE audits, including port call costs during ROGE breakdown, to charterers account.
• Other terms and conditions subject to contract.
• BIMCO STANDARD ROV CONTRACT CONDITIONS APPLY

VESSEL CHARTER

• Vessel charter subject to Atlantic Marine standard terms and conditions
• BIMCO Supplytime 2005 charter party
Client reviews

WESTERNMOST ROUGH OFFSHORE WINDFARM: BOULDER REMOVAL OPERATIONS. Summer 2014:

"Please accept the following as a true statement of facts Atlantic Explorer on WMR Wind Farm.

DONG Energy WMR are pleased to acknowledge that the boulder clearance vessel "Atlantic Explorer" and associated ROGE ROV system which was contracted by DONG Energy WMR to perform boulder clearance works offshore WMR Wind Farm, between June and Sept 2014. The vessel "Atlantic Explorer performed all associated task in the removal of boulders too the complete satisfaction of DONG Energy WMR.

The vessel "Atlantic Explorer and the crew performed all tasks with excellent leadership from the onboard master and the management team based onshore, a prime example was the ability to continue working in very strong currents and sea state above 2 meters, with little or no down time due to current or weather.

The vessels station keeping was demonstrated with close proximity workings around the WMR Foundations and within close proximity to subsea cables. The ROGE ROV system with subsea Grab removed a total of 1659 boulders and targets from the Westermost Rough Wind Farm, quickly and efficiently.

DONG Energy WMR was very pleased to say the least with the service provided by Atlantic Marine, and would not hesitate to use the system again for seabed clearance should the need arise.

I would personally like to thank Paul and everyone at Atlantic Marine for a job excellently executed with little or no fuss, whilst maintaining a complete professional approach to offshore subsea operations"

PM Offshore Installation
WMRI Management
DONG Energy
BOULDER REMOVAL OPERATIONS — WEST ADLERGRUND CLUSTER

OMM REF: OMP150274

Atlantic Marine and Aviation LLP
Maritime House
Brighton
BN41 1WR

For the attention of: Mr. P Crowther

Ref: Atlantic Carrier Testimonial
Date: 12/07/2016

Offshore Marine Management (OMM) are pleased to acknowledge that the boulder clearance vessel "Atlantic Carrier" and associated ROGE WROV system, which was contracted by OMM to perform boulder clearance works on the West Adlergrund Windfarm Cluster in the German Baltic Sea, has successfully completed operations. The overall project ran between November 2015 and June 2016 and the Atlantic Carrier performed all associated task in the removal of boulders to the complete satisfaction of OMM.

The Atlantic Carrier and the crew performed all tasks with excellent leadership from the on-board master and the management team based onshore, with excellent communications between all parties ensuring that the project was a success. Throughout the project the vessel utilisation was around the 90% mark (inclusive of weather downtime) and the boulder removal rate averaged in excess of 55 boulders per day for the project, frequently operating as high as 85 boulders depending upon boulder concentration.

The vessels station keeping was demonstrated with excellent control within tight working corridors, allowing the ROGE ROV system with subsea Grab to remove in excess of 6000+ boulders and targets from the cable routes, quickly and efficiently.

OMM are very satisfied with the service provided by Atlantic Marine, and would not hesitate to use the system again for seabed clearance. I would personally like to thank Paul and the team at Atlantic Marine for a job excellently executed with a positive attitude, whilst maintaining a complete professional approach to offshore subsea operations.

Best regards,

[Signature]

Rob Gilmore
Chief Executive Officer
Sept 2013: LONDON ARRAY - DIVING AND TRENCHING OPERATIONS SUPPORT: ATLANTIC GUARDIAN

"Herewith I like to thank all for a job well done on a very challenging work site with strong currents and areas that fall dry.

The key to the success of this project has been the dedication and commitment of all whom have worked hard in ensuring that the project has been completed safely and to a very high standard."

Project Manager
VSMC

RACE BANK OFFSHORE WINDFARM: BOULDER REMOVAL OPERATIONS. WINTER/SPRING 2016:

I am the PM for Race Bank and have had Atlantic Marine vessels on hire for the boulder removal works over the past 4 months. Atlantic Marine record with Race Bank is exceptional with over 55,000 man hours worked on project without any HSE issues, I also had your vessels on WMR and again I can say your vessels and crews were excellent and extremely professional.

Regards
PM ROW Installation
HUMBER GATEWAY OFFSHORE WINFARM 2014/15: CABLE LAY OPERATIONS

"In my opinion Atlantic Carrier’s vessel and shore based men have done fine work and can compare themselves favourably to any cable pulling vessel we have had on this site. Taking account of the fact that the competition on this site included well experienced cable contractors SIEM, VSMC and well experienced subsea/trenching contractor Fugro, it is an achievement of note.

Starting a cable laying entity from scratch is a tall order, having the forbearance to stick with the trials and tribulations as it develops from nothing to a cable laying machine requires quality men and machines and the Atlantic Carrier team has delivered”.

EON Construction Manager
Humber Gateway

Atlantic Carrier in DP Cable Lay Operations – Humber Gateway OWF 2014