

PRESS RELEASE

New unique crane ship with 4.000 ton hoisting capacity for Scaldis

Antwerp – 18th February 2015. The shareholders of the Antwerp-based specialist in marine heavy lift operations, Scaldis Salvage & Marine Contractors NV, have ordered an extremely powerful, self-propelled DP2 crane ship from Royal IHC. The vessel will be operated by Scaldis.

The Contract for the construction and delivery of the ship was signed on 29th January 2015. The design was drawn up in-house in cooperation with Vuyk Engineering Rotterdam, part of Royal IHC on the basis of the extensive experience that Scaldis has accumulated hoisting heavy objects in challenging offshore conditions. Delivery is scheduled for spring 2017 in Europe. The vessel will be built under full responsibility and coordination of Royal IHC in Qidong and finished in Xiamen, both of which are located in the People's Republic of China.

The ship is ordered to further support and expand the services, including the installation of offshore infrastructures and decommissioning-deconstruction activities for the oil and gas industry as well as the installation of offshore wind farms. The ship can also be used for any type of marine related heavy lifting work in challenging situations, such as the construction of bridge components and clearing subsea obstacles.

The provision of a helipad in combination with accommodation for 78 people means Scaldis is capable of providing a varied range of additional services.

A few specific characteristics make this new crane ship unique in its field. It has two Huisman cranes each with a lifting capacity of 2,000 tons, based on a design by Vuyk. The ship also has extra carrying capacity of 3,000 tons. The cranes can be moved by 25 m on the ship. This allows the deck to be used to transport and then relocate cargo at a later stage.

The ship and the cranes are an integrated design which allows the maximum load to be hoisted in significant wave heights of up to 1.5 m. In these circumstances, the freeboard is not less than 3 m anywhere on the vessel. In standby or transport modes, significant wave height can be as much as 7.0 m.

It is also worth noting that the maximum load can be lifted in water depths of around 5.0 m.

The four azimuth thrusters and the DP2 system allow installation work to be conducted in deeper water without the use of anchors. This guarantees flexibility and efficiency and also means that work can be carried out in zones where many pipelines and cables already lie on the bed, for example. The crane ship is also equipped with 4 main working anchors and winches and 4 secondary devices.

The powerful and rapid ballast system can follow the hoisting operation exactly, allowing jobs to be completed quickly and continuously.

The ship will be equipped with a so-called 'moonpool' for the purposes of operating a separate ROV (Remotely Operated Vehicle) for inspecting and supervising installation work on the seabed. Finally, the presence of heavy fenders allows containers to be loaded/unloaded at sea.

Supplementary information :

Main characteristics

Provisional name	Rambiz 4000
Type	Self-propelled crane ship
Principal	SCALDIS Salvage & Marine Contractors N.V.
Shipyard	Royal IHC
Length	108.00 m
Beam	50.90 m
Depth	8.00 m
Draught	4.90 m
Speed	7 knots
Hoisting capacity	4.000 Ton
Total installed capacity	10,450 kW
Accommodation	78 people
Special feature	DP2

About SCALDIS

Scaldis is an offshore marine contractor specializing in offshore transportation and installation works.

Scaldis' core expertise is in marine heavy lifting, although it supports many other marine related projects with its vessels.

In general, the types of activities can be categorized as follows:

- 1) *Civil construction works*
- 2) *Oil and Gas projects*
- 3) *Renewables/environmental works*
- 4) *Decommissioning / deconstruction works*
- 5) *Heavy lifting in salvage-related works*

One of the strengths of Scaldis is its aptitude for working closely with its clients from an early stage in their projects in order to develop the most efficient and effective methodology for the project.

Scaldis holds accreditation to ISO 9001, ISO 14001, OHSAS 18001 and ISM standards.

About DEME

The Belgian dredging, hydraulic engineering and environmental group DEME has earned itself a prominent position in the world market in a few highly specialist and complex hydraulic disciplines. Having its core-business in dredging operations and land reclamation, the group diversified into hydraulic projects at sea, services to oil and gas companies, the installation of offshore wind farms, environmental activities such as soil remediation and sediment recycling, and revalidation of brownfields and wreck clearance. Its multi-disciplinary know-how and experience, project synergies, and integrated business structure have allowed DEME to grow into a global solutions provider. The group owns one of the most modern, high-tech, and versatile fleets for dredging and hydraulic engineering activities. DEME employs 4,500 people. In 2013 the Group realised a turnover of EUR 2.53 billion.

About Jan De Nul Group

People and global expertise. These are the corner stones of Jan De Nul Group's success. Thanks to its skilled employees and the world's most modern fleet, Jan De Nul Group is a leading expert in dredging and marine construction activities, as well as in specialized services for the offshore industry of oil, gas and renewable energy. These core marine activities are further enhanced by Jan De Nul Group's in-house civil and environmental capabilities offering clients a complete package solution.

Our professional and innovative solutions are trusted across the industry. Whether it concerns the construction of the new locks in the Panama Canal or a new port complex in Western Australia, together with our customers, we build for further economic development.

About Herbosch-Kiere

Over the past century Herbosch-Kiere, part of the Eiffage group, has played an important role on marine, harbour and river construction projects in Europe. Herbosch-Kiere is also specialised in heavy lifting over water, marine salvages and dredging works and work principally on projects within a marine environment utilising in-house vessels and plant. Its in-house capability and design expertise enables Herbosch-Kiere to offer bespoke temporary and permanent work solutions. The focus lies on projects which have a high degree of technical difficulty or logistical problems where the marine experienced engineers provide the client with safe innovative and economic solutions. Herbosch-Kiere continues to invest in marine plant to supplement the existing fleet of lifting and floating equipment to ensure to have the right resources to carry out specialist work. Its workshop in the Port of Antwerp, one of the biggest ports of Europe, provides Herbosch-Kiere the opportunity to offer a global marine service.

Contact:

Jules Schelkens
Commercial Manager
Scaldis Salvage & Marine Contractors NV

Marc Voorhuis
General Manager
Scaldis Salvage & Marine Contractors NV

Address:

North Trade Building
Noorderlaan 133 – Box 31
2030 Antwerp
Belgium

Phone n° : 00 32 3 541 69 55
E-mail : mail@scaldis-smc.com
Website : www.scaldis-smc.com