



# DEME

Dredging, Environmental  
& Marine Engineering

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### **DEME continues diversified investment programme with the order of a new NG<sup>+</sup>- trailing suction hopper dredger (30,000 m<sup>3</sup>), the launching of the medium trailer “Artevelde” and the keel-laying of the new jumbo jack-up platform “Goliath”.**

*In the context of their current investment programme DEME have christened and launched their new trailing suction hopper dredger “Artevelde” (5,600 m<sup>3</sup> hopper capacity) on 19<sup>th</sup> December 2008. The DEME Board of Directors has approved recently the construction of a Next Generation<sup>+</sup> (NG<sup>+</sup>) trailing suction hopper dredger with a hopper capacity of 30,000 m<sup>3</sup>. The actual construction contract has been signed with shipyard IHC. Finally, DEME’s hydraulic engineering specialist subsidiary GeoSea continues the construction of its new jumbo jack-up platform – the world’s largest in its specific working segment – , the keel-laying of which will take place shortly.*

#### **1. Order of 30,000 m<sup>3</sup> capacity NG<sup>+</sup>-trailing suction hopper dredger (‘Next Generation Plus’)**

Following the approval by their Board of Directors, DEME have ordered a mega-trailing suction hopper dredger of a totally new generation. The NG<sup>+</sup>-trailer with a hopper capacity of 30,000 m<sup>3</sup> will be built by the shipyard IHC in The Netherlands and is scheduled to be commissioned early 2011. Special attention has been given by DEME to limit the draught of this vessel to maximum 12 m. in order to provide a trailer of this size with maximum operational flexibility. As for the other characteristics of the vessel DEME has applied the principles that were the basis for the successful trailers that have been built for the company in recent times. For these reasons we can rightfully give this new vessel the designation New Generation Plus. As a

result this 30,000 m<sup>3</sup> trailer will have an operational flexibility which is equal to the “Nile River”, another of DEME’s jumbo trailers with a capacity of 18,000 m<sup>3</sup>.

This ‘Next Generation Plus’-trailer will be the most advanced of its type worldwide, both operationally (efficiency for short and long transport distances, dredging system, steering systems, etc.) and ecologically (minimum emissions, environmental-friendly dredging, etc.). As such this vessel will again be an actual trend setter in the dredging sector.

## **2. Launching “Artevelde” 5,600 m<sup>3</sup> hopper capacity trailer**

The new trailing suction hopper dredger “Artevelde” was launched and christened on the IHC shipyard in Sliedrecht. The dredger will be commissioned in the second half of 2009. The “Artevelde” is a sister ship of the very successful trailers “Marieke” and “Reynaert” that were commissioned to DEME respectively in 2006 and 2007. With this revolutionary type of medium trailers, equipped amongst others with the one-man operated integrated dredge/navigation control desk, DEME has been once again a trend setter for innovative developments in the dredging industry. By now, the dredgers “Marieke” and “Reynaert” have shown their abilities to make the difference with respect to shallow dredging, manoeuvrability and environment-friendliness.

The “Artevelde” is pre-eminently fit for working in shallow waters, for maintenance dredging in ports and navigation channels, beach replenishment and land reclamation. A large degree of versatility was envisaged when designing the ship, among other things through combining a relatively limited ship weight with a high loading capacity. At the maximum draught of 7 m. the “Artevelde” has a loading capacity of 8,190 tons, resulting in a silt density in the hopper unit of 1.50 t/m<sup>3</sup>. As a result, this vessel can make a distinct ecological difference from similar existing trailing suction hopper dredgers.

The “Artevelde” is a twin propeller trailer. She is equipped with a suction tube with an internal diameter of 1,000 mm at portside, with which a maximum dredging depth of 33 m. is reached. The dredged material can be discharged through two rows of rectangular bottom doors or pumped ashore directly through a floating pipeline or otherwise through a spraying nozzle (rainbowing). The vessel has accommodation for 14 persons.

## **3. Keel-laying jumbo jack-up platform “Goliath”**

Mid 2008, GeoSea, the hydraulic engineering and drilling specialist company of the DEME Group, placed an order with the steel construction company Iemants from Arendonk for the construction of jumbo jack-up platform that will be given the name “Goliath”. Iemants will build this platform in cooperation with MSC Gusto from The Netherlands. The construction of the separate steel sections has been started already. The keel-laying will take place in Antwerp early 2009 with the subsequent completion of the entire platform, which will be delivered in the

summer of 2009. Upon commissioning, the “Goliath” will immediately be employed for the installation of 6-MW turbines in 30 m. water depth for the offshore Alpha Ventus wind farm project located 45 km North of the island of Borkum in Germany.

The “Goliath” will have a 55.5 m x 32.2 m platform and a maximum pay load of 1,600 tons. The spud length will be approx. 80 m. With these characteristics this platform will be the largest one existing in its specific market segment of diversified hydraulic engineering and marine offshore works.

With this new order GeoSea aims to strengthen even more its prominent position in the market of large offshore marine activities with focus amongst others on the construction of wind farms, offshore mooring and berthing installations, and on the construction of causeways and bridges. These specific activities require operations in ever deeper farshore areas, for which the jack-up “Goliath” with its 80 m. long spuds is perfectly suited.

With “Goliath”, GeoSea adds a 7<sup>th</sup> unit to its fleet of jack-up platforms. In recent years GeoSea’s turnover has grown to a level of 40 million Euro with further possibilities for expansion ahead. The company is currently active in Europe, Australia, Africa and the Middle East. An interesting number of new offshore wind farms are planned in the North Sea and Baltic area by 2012. GeoSea executed amongst others the installation of 6 gigantic 5 MW turbines for the C-Power farshore wind farm project last summer.

#### **4. General**

With these three investments for a total value of 250 million Euro, DEME’s shareholders confirm their confidence in the dredging and hydraulic engineering markets at medium term. The above investments make part of the current investment programme counting no less than 12 new vessels, amongst which 3 trailing suction hopper dredgers, 3 cutter suction dredgers, 1 fall pipe vessel, 1 jumbo jack-up platform, 2 self-propelled split barges and a water injection dredger.

#### **About DEME**

*The Belgian ‘Dredging, Environmental and Marine Engineering’ (DEME) group is a world leader specialised in dredging works, environmental projects and hydraulic engineering realisations. Shareholders are the Antwerp based industrial holding company Ackermans & van Haaren and Brussels based Compagnie d’Entreprises CFE. Staff and crew at DEME amount to 3.500, working on the five continents. In 2007 DEME generated a turnover of 1,31 billion Euro and an operational cash-flow (EBITDA) of 259,4 million Euro. With 80 major*

*dredgers and some 200 auxiliary vessels, the group operates one of the most modern, performing and versatile fleets in the world.*

*Since 7<sup>th</sup> January 2008, DEME has presented itself to the outside world under a new logo and a new look. The logo and the look underline the autonomy of every single operating company, yet at the same time their belonging to a major multidisciplinary Group. As a group of specialised companies, DEME has the capability to offer and execute global solutions for its clients. The new tagline ‘Creating Land for the Future’ stresses the orientation towards the future and the sustainable way of doing business at DEME. In this context we refer to the recently published book “Creating Land for the Future” by artist photographer Tom D’Haenens (published by De Standaard).*

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