

## PRESS RELEASE

### **SCALDIS orders unique crane ship with 4,000 tonnes hoisting capacity for offshore installation and decommissioning work for the oil, gas and renewable energy industries**

*Antwerp – 8 March 2012. The shareholders of the Antwerp-based specialist in hoisting on the water Scaldis Salvage & Marine Contractors NV have ordered an extremely powerful, self-propelled DP2 crane ship from Korean shipbuilders STX Offshore & Shipbuilding. The vessel will be built in STX's shipyard in Dalian and finished in Xiamen, both of which are located in the People's Republic of China.*

The contract with STX Offshore & Shipbuilding for the construction and delivery of the ship was signed on 29 February 2012. The design was drawn up in-house on the basis of the extensive experience that Scaldis has accumulated hoisting heavy objects in challenging offshore conditions. The keel will be laid in February 2013. Delivery is scheduled for spring 2014.

Scaldis is ordering this ship with one eye on the further support and expansion of its services, including the installation of offshore infrastructure and decommissioning activities in deep water for the oil and gas industry and the installation of offshore wind farms. Otherwise, the ship can also be used for any type of heavy lifting work in challenging situations, such as the construction of bridge components and clearing shipwrecks.

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 tonnes, based on a design by Vuyk Engineering Rotterdam. 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 just 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 II
Type	Self-propelled crane ship
Principal	SCALDIS Salvage & Marine Contractors N.V.
Shipyard	STX Offshore & Shipbuilding (S. Korea)
Length	108.00 m
Beam	50.90 m
Depth	8.00 m
Draught	4.90 m
Speed	7 knots
Hoisting capacity	4,000 Tonnes
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 9001:2008, VCA and ISM standards. Accreditation to ISO 14001 & OHSAS 18001 is in progress.

## About Jan De Nul Group

People and Vessels. These are the driving forces behind Jan De Nul Group. Thanks to its skilled employees, technical expertise and ultramodern fleet, Jan De Nul Group ranks at the top of the international dredging industry as well as being one of the largest civil engineering and environmental contractors. The supporting services of the dredging, civil and environmental division enable Jan De Nul Group to perform large-scale projects to its clients' satisfaction, whether this concerns a Palm Island in Dubai, the construction of the new locks for the Panama Canal, or the installation of foundations for offshore windparks.

The dredging fleet of Jan De Nul Group is the world's most modern and most diverse fleet, this being the result of a resolute investment policy in its own equipment. The new vessels with their advanced technology on board are designed by the Group's 'in-house' engineering departments. Furthermore, Jan De Nul Group

directly manufactures and supplies the dredging equipment to the shipyard, which is unequalled in the dredging sector.

## About DEME

The Belgian dredging and environmental group DEME is a conglomerate of enterprises with roots established more than one and a half centuries ago. The Group specializes in capital and maintenance dredging, port constructions and expansions, providing services to the oil and gas industry, wreckage clearing, deep-sea operations, the construction of offshore wind parks, plus a wide range of environmental activities – from water treatment and sludge recycling to soil remediation and the treatment of either lightly or heavily contaminated sedimentation. DEME operates a modern, multi-functional and varied fleet of 90 large dredgers and some 200 auxiliary vessels. The company employs a 4,000 strong workforce. The Group is active worldwide – in 2011, it completed projects in 50 countries on all continents. Its current investment programme in high-tech equipment enables DEME to meet future challenges with an ultra-efficient and modern fleet.

## About Herbosch-Kiere

HERBOSCH-KIERE N.V. is a Belgian company, specialised in maritime works, formed in 1975. Ever since, Herbosch-Kiere has established itself as a leading marine contractor. Herbosch-Kiere is specialised in piling works, jobs with floating cranes, ship salvaging, heavy demolition and its core business includes traditional dyke works, quay walls, and beach and embankment protection works. It has an important fleet of modern floating plant. Herbosch-Kiere has also entered the environmental sector, such as the production of waste granulates, the construction and operation of landfill sites and the cleaning of river and sea beds. Herbosch-Kiere makes “environment, safety and quality” paramount. It has been awarded the ISO-9001, ISO-14001 and SCC (SHE checklist contractors) certificates. Herbosch-Kiere and its subsidiary companies are members of the Eiffage Benelux group in Belgium, which in turn is part of the French Eiffage group.

## Contact

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