



FOREWORD

It gives me great pleasure to present our latest Damen News.

The Damen Shipyards Group has been enjoying an exceptional period recently. Indeed, we have never been so busy. The unfolding credit crisis will have as yet unknown consequences for the shipbuilding industry, but Damen and its partners and suppliers will be working diligently on their large order portfolio.

This Damen News describes an array of novel activities within the Group: the largest ferries ever built by the Damen Fast Ferries product group were transported to Turkey; a newly developed short sea cargo vessel was put into service; and a series of sophisticated offshore standby vessels took up service on the North Sea continental shelf.

You will also learn more about the revitalised Services Department. Building top-quality boats is one thing, but just as important is to keep these vessels running. Damen Services can assist you with parts, repairs, maintenance and rebuild services.

Despite the ever-uncertain future, we at Damen will continue to improve on what we are already good at: expanding our activities in the new shipbuilding centres of the world but still maintaining a top competitive product that is properly backed up by after-sales services.

RENÉ H. BERKVEN
Chief Executive Officer

DAMEN NEWS 11

NOVEMBER 2008

BIG, BIGGER, BIGGEST: 85-METRE DAMEN FAST FERRIES SEALIFTED TO ISTANBUL



Cutter Suction Dredgers from Poland to Nigeria, ASD Tugs as deck cargo from Romania to Vladivostok, Fast Crew Suppliers sailing from Vietnam to Mexico... transporting ships from the building yard to destinations worldwide is nothing new to Damen.

However, the deck transport of two catamaran fast ferries was quite an unusual operation even for our shipping specialists. The ferries were shipped from the building yard in Guangzhou (China) to their final destination Istanbul (Turkey), where they arrived in late September. The ferries are of Damen's new and innovative Damen Fast RoPax (DFR) 8521 design, made of aluminium and measuring 85 metres in length and 21 metres in the beam. Damen used a semisubmersible heavy lift carrier

continued on page 2 ►



provided by specialist Dockwise to float the ferries on and off the deck on purpose-built cradles and supports. After the thrusters are reinstalled and the vessels are recommissioned in Istanbul, they will be handed over to Istanbul Deniz Otobusleri (IDO) and commence operation.

IDO (www.ido.com.tr) is one of the largest fast ferry operators worldwide and maintains an extensive route network

around Istanbul. In 2007, Damen delivered a series of 5 'Sea Buses' to IDO of the successful Damen Fast Ferry 4212 design, now operating on city and cross-Bosphorus routes. The Damen Fast RoPax 8521, capable of carrying 600 passengers and 112 cars at service speeds of 22 knots, will be making half-hour crossings in the bay of Izmit. News on IDO's experiences with this very economical new design will be published shortly.

▲
TWO DAMEN FAST ROPAX 8521
ON DECK OF THE HEAVY LIFT CARRIER

2 TRADE FAIRS

EXPONAVAL 2008

2 - 5 Dec 2008 – Vina del Mar, Chile

INTERNATIONAL WORKBOAT SHOW

3 - 5 Dec 2008 – New Orleans, U.S.A.

OFFSHORE SUPPORT JOURNAL CONFERENCE

24 - 25 Feb 2009 – London, U.K.

ASIAN SHIPPING & WORKBOAT 2009

24 - 26 Feb 2009 – Suntec, Singapore

MARITIME VIETNAM 2009

25 - 27 Feb 2009 – Ho Chi Minh City, Vietnam

OFFSHORE MEDITERRANEAN EXHIBITION & CONFERENCE

25 - 27 March 2009 – Ravenna, Italy

TIF39

2 - 12 April 2009 – Tripoli, Italy

WORK BOAT GULF 2009

6 - 8 April 2009 – Bahrein, U.A.E.

OFFSHORE TECHNOLOGY CONFERENCE

4 - 7 May 2009 – Houston, Texas, U.S.A.

INTERSPILL 2009

12 - 14 May 2009 – Marseille, France

EUROPEAN TUGOWNERS ASSOCIATION

13 - 15 May 2009 – Lisbon, Portugal

TUGNOLOGY '09

19 - 20 May 2009 – Amsterdam, The Netherlands

NOR-SHIPING 2009

9 - 12 June 2009 – Oslo, Norway

SEAWORK 2009

16 - 18 June 2009 – Southampton, U.K.

COMPANY PROFILE

SCAFI SOCIETA DI NAVIGAZIONE SPA

FRANCESCO CASO - TECHNICAL MANAGER

What are Scafi's main activities?

At the moment, Scafi's main activities are harbour towage in three main Italian ports using a modern fleet of ASD Tugs, almost all of them made by Damen. Damen built the first of the two successful ASD Tug 3110 series and ASD 2810 Tugs for Scafi, the jewels of the Scafi fleet and Damen production. Scafi and Damen have had a close relationship since 1992.

Where does Scafi operate?

Scafi operates in the ports of La Spezia and Savona/Vado Ligure in northern Italy and in Gioia Tauro container terminal in southern Italy. Scafi, a family-owned company headed since 1992 by Ms Bruna Cafiero, has a long tradition in the shipping industry and in the harbour towage and salvage business.

How big is the Scafi fleet?

Right now the Scafi fleet consists of 13 modern Damen ASD Tugs and five traditional single screw tugs.

The tugs operate at the following locations:

- Four Damen ASD Tugs serving the main Mediterranean container terminal of Gioia Tauro, one ASD 3211 and three ASD 3110;
- Five Damen ASD Tugs, two ASD 3110 and three ASD 2810, plus three conventional single screw tugs serving the port of La Spezia;
- Four ASD Tugs, one ASD 3211 and three ASD 3110, plus two conventional single screw tugs serving the port of Savona/ Vado Ligure;
- Four Damen ASD Tugs 3111 with Fi-Fi notation with water spray are currently on order and under construction at Damen Shipyards Changde. The first will be delivered to Con.tug Gioia Taura (part of the Scafi group) by mid-January 2009.

Why do you only operate Azimuth Stern Drive Tugs?

We operate Azimuth Stern Drive Tugs mainly because they offer a good compromise between good sea/course keeping and manoeuvrability. According to our

captains, the towing point is a safe distance from the propellers in case any ropes break, and manoeuvring is very easy, especially when passing from one side of a ship to the other.

The Damen ASD Tug 2810 'Isola del Tino' is a more standard vessel equipped with Caterpillar engines. What are its advantages?

The advantages can be described in two words: less and quick. Less noise and vibration, less F.O. and L.O. consumption, less maintenance and smoke. Quick manoeuvring and response. These are big advantages for a tug boat.

What can you tell us about the building process at Damen Shipyards Changde in China?

Damen quality is maintained in every detail. People are willing to listen to the customer's requirements. The shipyard is clean and has been restructured. The steel work and outfitting are up to the highest standard.



DAMEN BUILDS SIX NEW OFFSHORE SUPPORT SHIPS FOR VROON B.V.

CLOSE COOPERATION CRITICAL SUCCESS FACTOR

Vroon B.V. is a successful Dutch shipping company that has recently experienced rapid growth. It is currently upgrading its fleet and asked Damen to build six offshore support ships as part of this major operation: four Damen Safety Standby Vessels 4711 and two Damen Platform Supply Vessels 7216. 'The Damen Safety Standby Vessels satisfy all the lay-out and equipment requirements of the various North Sea countries for this category of vessel. Considering how little space the designers had to work with, that's quite an achievement,' says Eric Rikken, Technical Manager at Vroon B.V.

Vroon operates in a broad field, and its fleet includes livestock carriers, offshore support vessels, dry cargo ships, container ships, car carriers and tankers. The offshore services sector has experienced particularly rapid growth in the past few years. Vroon used to be known mainly for livestock transport, but nowadays offshore services represent its most important business unit in terms of numbers of ships. To ensure that its entire fleet stays up-to-date, Vroon has embarked on a far-reaching renewal programme. 'It's a huge operation, both in numbers and turnover,' comments Technical Manager Eric Rikken. 'We have about 150 ships in our fleet, and 100 of these are offshore vessels. Worldwide we have 60 ships under construction, half of them offshore vessels.'

Ships delivered

Damen's contribution to Vroon's fleet renewal programme consists of six offshore support ships. The last one was delivered in September 2008. The ships are four Damen Safety Standby Vessels 4711 and two Damen Platform Supply Vessels 7216. 'The hull of the Damen Safety Standby Vessels – which we refer to as Emergency Rescue and Response Vessels – was built in Poland and completed by the Damen subsidiary Maaskant Shipyards Stellendam,' explains Eric Rikken. 'Their most important job is to rescue offshore installation personnel in the event of an incident, and they are naturally designed and equipped especially for that purpose. Damen built the Damen Platform Supply Vessels in Romania. They will supply offshore installations.'

Using every inch of space

The Damen Safety Standby Vessels are qualified to operate throughout the North Sea. That means that their lay-out and equipment complies with the legal require-

ments set by several North Sea countries. It is not easy to build a ship that meets all these requirements. The Dutch, Norwegian and British rules differ considerably from one another – and sometimes they are even contradictory. 'We wanted to build a cost-efficient but relatively small ship,' explains Eric Rikken. 'It was a huge challenge to design accommodation that met all the different national requirements, despite the limited space available. British regulations, for example, stipulate that there have to be two lifeboats on board. In other words, the designers had to use every inch of space. It's quite an achievement for Damen that it was able to build such a small ship while still satisfying all the requirements. Damen also got the maximum out of the Damen Platform Supply Vessels. Despite their fairly small hull, they have quite a large hold capacity.'



▲ MR ERIC RIKKEN,
TECHNICAL MANAGER AT VROON B.V.





Cooperation

The ships Damen has delivered to Vroon are no run-of-the-mill vessels. They are highly specialist craft. Vroon and Damen cooperated closely during their construction, Eric Rikken says. 'As a shipping company, we have the specific experience needed to build these exceptional ships. Close cooperation isn't really required for bulk carriers, container ships or other standard vessels, but in this project it was crucial.' The cooperation with Damen was flawless, he says. 'Both Damen and Vroon appointed a key contact person for the project, and that meant that communication was quick and efficient. The ships have all been commissioned by now, and the feedback on them has been excellent. In other words, we're very satisfied.'

COLOPHON

Damen News is a publication of the Damen Shipyards Group intended for broad distribution. The purpose of the newsletter is to provide interested parties with optimum information about the worldwide activities of our company. Damen News is distributed by controlled circulation to clients and business partners of the Damen Shipyards Group.

Editor and Coordination: PR department DAMEN. Texts: Heldere Taal, PR department DAMEN. Photography: Flying Focus, Van der Kloet a.o. Design: K E T E N. Lithography and printing: Grafisch Bedrijf Tuijtel.

For remarks / copy: Public Relations department, Phone +31 (0)183 63 98 68, pr@damen.nl

© No part of this newsletter may be reproduced in any form, by print, photo print, microfilm or any other means, without written permission from the Damen Shipyards Group.

DAMEN SHIPYARDS GROUP

P.O. Box 1
4202 AA Gorinchem
The Netherlands

phone +31 (0)183 63 98 68
fax +31 (0)183 63 94 63

info.group@damen.nl
www.damen.nl





DAMEN COMBI FREIGHTER 7200 ICE 1A

JACK OF ALL TRADES

The new Damen Combi Freighter 7200 Ice 1A is a credit to its designation as a 'multi purpose vessel'. The tweendecker can transport both mixed cargo and project cargo, is fuel efficient, and combines high-volume and heavy deck load capabilities. The Combi Freighter 7200 is an Ice Class 1A ship, but it also feels right at home in the tropics. 'All these features combined make the Damen Combi Freighter a powerhouse of a ship,' according to Director Sales Erik Schultz of Damen Shipyards Bergum, responsible for developing and building the Damen Combi Freighter 7200.

The new Damen Combi Freighter 7200 is Damen Shipyards Bergum's answer to the growing demand for medium-sized cargo vessels with a lot of capacity on deck for high-volume freight. 'That demand has been growing in various regions,' relates Erik Schultz, 'especially along routes between Northwest Europe, the Caribbean and Africa. We believe that we can meet that rising demand with this ship. It's also a good addition to our range. At 7,200 dwt, it fills the gap between our existing 3,850-tonne and 11,000-tonne vessels.' Damen Shipyards Bergum, which specialises in building cargo vessels and tankers, began developing the ship in 2004. The first hulls, built in Eastern Europe, were ready by late 2007. The ships will be completed at Damen Shipyards Bergum in Harlingen, in the north of the Netherlands. The first Damen Combi Freighter 7200 was delivered this year.

High-volume and heavy deck load capabilities

The Combi Freighter 7200 has a unique combination of rock-solid features. Damen has produced a modern design and taken

pains to make the ship economical in operation. 'The ship recycles the engine heat in various ways, for example to heat up the heavy fuel oil. That means better fuel efficiency,' says Erik Schultz. The Damen Combi Freighter 7200 is a tweendecker, with the lower deck being reserved for heavy cargoes. The upper deck is intended for high-volume, relatively light cargo such as automobiles. The cargo hold hatches also offer considerable capacity on deck, for example for containers. 'The ship combines high-volume and heavy deck load capabilities,' says Erik Schultz. 'That's precisely what the market is asking for. It also has two cargo handling cranes offering 40-tonne lift capacity. That means it can unload itself.'

A comfortable, go-everywhere vessel

There are very few regions across the globe where the Damen Combi Freighter 7200 cannot venture. It is an Ice Class 1A ship, but it by no means needs to avoid higher temperatures. 'We made sure that it's well-insulated against heat,' explains Erik Schultz. 'So it's more than suitable for the tropics. In terms of its geographical range,

the Damen Combi Freighter 7200 is a deep-sea vessel in every respect.' Whether the ship travels through icy or tropical conditions, the crew can always count on a comfortable voyage. 'We really made a point of that. We made sure that the huts are pleasant, with spacious beds and a lot of natural light. The soundproofing on the ship is excellent, and the noise level never rises above 55 dB, well below the 60 dB limit. So the crew can reckon on pleasant working conditions.'

Successful maiden voyage

The Damen Combi Freighter 7200 was delivered in July to UniSea Shipping B.V., a Dutch company. It has already completed its maiden voyage, to the Caribbean – quite a long trip for the first time. 'The ship surpassed expectations,' reports Erik Schultz. 'The crew praised the ship and everyone was impressed by its speed and fuel efficiency. In other words, we had a satisfied customer. And that's precisely why we do what we do as shipbuilders. We fully expect to deliver three or four Damen Combi Freighters 7200 a year.'

ERNEST AZUDIALU – PRESIDENT / CEO NESTOIL GROUP

NESTOIL GROUP OF NIGERIA ACQUIRES 15 DAMEN VESSELS

Nestoil Group recently acquired several Damen vessels for its Nembe Cawthorne Channel Trunk Line (NCTL) project. The multimillion-dollar NCTL project involves pipeline/trunkline construction and replacement in extremely swampy terrain in Nigeria for oil and gas giant Shell Petroleum and Exploration Company. The project also involves replacing pipelines that cross major river beds.

To ensure prompt, efficient and cost-effective completion of Shell-NCTL project, Nestoil Group added the following Damen vessels to its marine equipment fleet: 3 Damen Pushy Cats 1204, 2 Damen Stan Tugs 1405, 2 Damen Multi Cats 1506 and 8 Damen Facs 540.

These brand-new vessels were recently delivered to the Group to boost its fleet of dredgers, tug boats, mega-tonne pulling lay barges, houseboats, swamp excavators and other equipment. Nestoil's marine and other equipment complies with international standards and can easily be deployed on projects anywhere in the world. The group is also currently exploring new markets in the United States of America.

Nestoil Group is among the top three local oil and gas services companies in Nigeria, with unequalled expertise in pipeline/trunkline construction. The Group's services include integrated engineering services and consultancy, equipment procurement, fabrication and installation, pipeline/flow lines construction, maintenance and repairs.

What are your company's main achievements and the keys to your success?

The main achievement of Nestoil Group is that it has developed from a small inspections company 13 years ago into a strong EPC Group, thanks to its leadership focus and human capital development. Many years ago, the company's management identified key growth opportunities in the Nigerian oil and gas sector and decided to tap into them. Today Nestoil has become a leading EPC company in Nigeria. The company is the sole owner of one of the best fabrication



facilities in Nigeria. In addition, it has invested heavily in equipment and today ranks as first among other local EPCs in Nigeria in terms of equipment and facilities ownership in the oil and gas industry.

What plans do you have to elaborate on these developments in future?

With the benefit of its pedigree as a multi-faceted oil and gas services company, Nestoil intends to diversify upstream into the exploration and production sector and produce crude oil within the next two years. It will also diversify downstream and become a very active major importer of finished crude products.

▲
MR ERNEST AZUDIALU,
PRESIDENT / CEO NESTOIL GROUP

◀
DAMEN COMBI FREIGHTER 7200 ICE 1A



▲
MR ERIK SCHULTZ,
DIRECTOR SALES DAMEN SHIPYARDS BERGUM

COMPANY PROFILE

PB TOWAGE AUSTRALIA PTY. LTD.

TONY COUSINS – CHIEF EXECUTIVE



Company profile PB Towage. What are its main activities?

Harbour towage, currently focused on Australian east coast liner ports but certainly looking for opportunities to expand. We also have four vessels on charter in the harbour and contract towage areas while developing emergency response and salvage capability across the fleet.

When and how did PB Towage come into contact with Damen?

Pacific Basin Shipping and their joint venture partner Anglo Ports immediately set about investing in the business, having acquired the former six tug AMS business in late 2007. Damen had new-build vessels available in the short to medium term, which fitted the PB Towage expansion plan. Given the Damen reputation for quality and design, orders for six vessels were soon confirmed (four Damen ASD Tugs 2411 and two Damen ATD Tugs 2412).

Why did PB Towage select Damen as supplier?

One key reason at the time, not having specified, supervised or monitored the construction of the initial order, was certainly the quality of the vessels produced by Damen, whose reputation as a leading international tug designer and builder is well deserved. Other primary

considerations were value for money, after-sales support and future partnering with Damen as the fleet expands.

What do you think of the building process for the ATD Tugs 2412 at Song Cam Shipyard in Vietnam?

To the uninitiated, the presentation, organisation and efficiency of the yard in Vietnam comes as a big surprise. This is an endorsement of the Damen business model, constructing European standard vessels in Vietnam by working very closely with the shipyard, with the same experienced Damen personnel on site throughout the build to oversee every aspect, ensuring Damen quality is further enhanced with every vessel.

Do you have any plans to expand into other markets or other activities besides towage services (e.g. pilot services)?

PB Towage will continue to build its fleet and coverage around the Australian coast with a focus on the core harbour towage business and with an eye on the charter market, while developing emergency response and salvage capability. Our sister company PB SeaTow (New Zealand) is more involved in the contract towage and offshore market sectors.

Background: visit www.pbtowage.com

▲ MR TONY COUSINS,
CHIEF EXECUTIVE PB TOWAGE AUSTRALIA PTY. LTD.

▼ DAMEN ATD TUG 2412



DAMEN INTERCEPTOR 1102:

IDEAL COMBINATION OF RELIABILITY, SPEED AND MANOEUVRABILITY



'Our new Damen Interceptor 1102 combines reliable technology with good sea-going behaviour and high speeds. It's ideal for intercepting fast-moving targets.' These are the words of a proud Jaap Gelling, High Speed Craft Product Director, who was closely involved in the Damen Interceptor 1102's development. **'The Damen Interceptor 1102 reaches a top speed of 57 knots. That's an excellent performance for a professional craft in this category.'**

▲ DAMEN INTERCEPTOR 1102

▼ MR JAAP GELLING,
HIGH SPEED CRAFT PRODUCT DIRECTOR

The need to protect the world against smugglers and other undesirable elements at sea has generated a growing demand for interception boats. The fast-moving Damen Interceptor 1102 is Damen's response to this demand. 'The Damen Interceptor 1102's small size makes it highly suitable as a launch for larger patrol boats,' says Jaap Gelling. 'You can store it on board and use it when it's required. Patrols stationed along the coast can also use it stand alone. At the moment we're also designing larger Interceptors, again in response to a growing demand.'

Affordability

The Damen Interceptor 1102 is a small, light-weight craft, and that makes it inexpensive, not only in terms of the purchase price, but also in terms of fuel consumption. There is one other factor that keeps the cost of the Damen Interceptor 1102 low, says Jaap Gelling. 'One big advantage of the 1102's small size is that it can be transported by container. The only thing that needs to be done is to disassemble the roof and part

of the fendering. That means it can be transported anywhere economically and at short notice.'

The Damen Interceptor 1102 features a refined combination of technology and materials. The boat is equipped with twin Volvo diesels (370 hp) and Duoprop stern-drives, making it highly manoeuvrable. The

structural design uses advanced carbon and glass composites. The Interceptor has passed a stringent set of tests with flying colours, says Jaap Gelling. 'The results were excellent and show just how solid the Damen Interceptor 1102 is. We expect to deliver the first boats in the series in early 2009.'



DAMEN SERVICES

NEW INTEGRATED WORKING METHODS FOR TOP QUALITY AND SPEED

The Damen Shipyards Group is experiencing strong growth, leading to a rapid rise in the demand for after-sales services. That is the responsibility of Damen Services. Against this background of strong growth and the aim of providing outstanding service, Damen Services is modifying its working methods. 'Starting in 2009, we'll be working in multidisciplinary, regional service teams,' says Director Services Heino Westdijk. 'That way we can offer our customers the quickest response times and the best quality.'

Damen Services offers the full spectrum of after-sales activities. Customers come to Damen Services with their warranty claims and for maintenance, damage and other repairs, inspections and inspection reports, parts supplies and commissioning. Damen Services also undertakes special projects, for example conversions, the construction of docks, slipways and quays and the installation of mooring systems. In short, Damen's service department is ready for any and every request for service or support.

All-round approach

To ensure that it can continue to give Damen's customers the best possible service, Damen Services is overhauling its organisation. 'Damen Services has traditionally been divided into separate departments, for example for parts, warranty claims and special projects,' explains Heino Westdijk. 'That's okay in smaller organisations, because the lines of communication are short anyway. But the system doesn't work any more in a bigger company like Damen. An integrated approach has become indispensable, because it means we can quickly and efficiently coordinate the different customer requests for service or support. In January 2009, Damen Services will become an integrated organisation in which all the departments work together closely.'

Multidisciplinary service teams

Damen Services will integrate its existing departments by setting up five multidisciplinary teams. Doing so will bring together all of Damen Services' service and support areas: parts, special projects, warranty & field services, and the extensive service it provides during ship delivery. 'There's a huge advantage to the new

multidisciplinary working method. The team members will be multi-skilled, so although each one will have his or her own area of expertise, they can fill in for one another and help each other out. That means we can always assist a customer, even if a certain team member is temporarily unavailable.' A regional service manager will be appointed as the main customer contact person for every team. The service managers will field the customer requests and quickly pass them on to the right person on the team. 'That way we make sure that customers have quick and easy access to our services,' says Heino Westdijk.

Regional focus

The service teams, which will begin operating in 2009, are not only multidisciplinary in nature but also have a regional focus. There will be a total of five teams, each one dedicated to a specific world region: the Americas, Europe, the Middle East, Africa and the Asia Pacific. The regional approach will offer customers clear advantages, emphasises the manager of Damen Services. 'Our service teams are based in the Netherlands, but they have strong ties with their region. Team members regularly visit the region, know the culture and – if possible – speak the local language. So they are capable of communicating clearly with customers and have no trouble identifying with their situation.'

New premises

Damen Services' new integrated working methods will be reflected in its accommodation. The existing departments are now dispersed across various locations, but that is set to change in January 2009, when Damen Services and all its separate departments move into a new building.

▼
MR HEINO WESTDIJK,
DIRECTOR SERVICES



'Starting next year, we'll have all our offices concentrated in the same place,' says Heino Westdijk. 'We can keep the lines of communication short and use our premises to help us create an organisation in which all the service and support disciplines work together closely. We even have room in our new building for the permanent representative of our ship engine supplier, so that we can quickly make arrangements. That too will speed up our response time. In other words, we'll soon be fully equipped to provide our customers with the highest possible level of service.'

RECENT DELIVERIES



RECENT DELIVERIES, A SMALL SELECTION



▲ TOP TO BOTTOM
DAMEN ASD TUG 2411
 PETERSEN & ALPERS GMBH & CO. KG / GERMANY
DAMEN COMBI FREIGHTER 7200 ICE 1A
 UNISEA SHIPPING B.V. / THE NETHERLANDS
DAMEN FAST FERRY 3007
 RET / THE NETHERLANDS
DAMEN STAN PATROL 4207
 ALBANIAN COAST GUARD / ALBANIA
DAMEN STAN TUG 2208
 A.R. SINGH CONTRACTORS / TRINIDAD & TOBAGO

▲ TOP TO BOTTOM
DAMEN ASD TUG 2810
 WAGENBORG SHIPPING B.V. / THE NETHERLANDS
DAMEN CONTAINER FEEDER 800
 HS SHIFFAHRTS GMBH & CO. / GERMANY
DAMEN HEAVY LIFT VESSEL 1800
 JUMBO SHIPPING / CURACAO
DAMEN SAFETY STANDBY VESSEL 4711
 VROON OFFSHORE SERVICES / THE NETHERLANDS
DAMEN STAN TUG 2909
 SOCIALIST PORTS COMPANY / LIBYA

▲ TOP TO BOTTOM
SIGMA NAVAL PATROL 9113
 INDONESIAN NAVY TNI-AL / INDONESIA
DAMEN FAST CREW SUPPLIER 3507
 NICO MIDDLE EAST / DUBAI, U.A.E.
DAMEN MULTI CAT 2611
 HERMAN SR. B.V. / THE NETHERLANDS
DAMEN RIVER LINER 1145E
 MRS VAN VIERBERGHE AND MR DE WINTER / BELGIUM
LIMITED EDITIONS AMELS 171

LATEST NEWS



LIMITED EDITIONS AMELS 212

Following the recent public introduction of the design for the exciting 65.70-metre LIMITED EDITIONS AMELS 212, the shipyard has sold the first two in this all-new semi-custom series. The yachts, designed by Tim Heywood with interiors by Andrew Winch, are under construction at AMELS' Vlissingen facility and Damen Schelde Naval Shipbuilding. They are set for delivery in 2011 and 2012.



MAJOR AMELS REFIT

In October 2008, AMELS completed a major refit of a 68.50-metre Italian-built motor yacht. The Owner's Rep commented: 'I am extremely happy with the work, carried out to the highest possible standards; with the skills of the people involved; and with Amels' managers, who were exemplary in seeing that the work was done as planned, as promised, and on time.'



DAMEN TRADING SUZHOU (DTS)

Damen Trading Suzhou (DTS) opened its new offices on 2 September. The official opening ceremony was performed by landlord Perry Rijkers (General Manager Damen Marine Components Suzhou), DTS customer Leo Lips (General Manager Damen Anchor & Chain Factory) and Frank Koppelaar (General Manager DTS). DTS is fully operational and if we can support any of our Damen sisters with purchasing in China, please don't hesitate to send an e-mail to fk@damen.nl

LATEST NEWS



NEW NAME SAME COURSE

The year 1875 saw the birth of a new shipyard, the name of which would become synonymous with high-quality, state-of-the-art shipbuilding. The company, which became known to its international customers as Royal Schelde, built a large number of naval and commercial vessels, many of which helped shape history. In 2000 it became part of the Damen Shipyards Group, the largest shipbuilder in the Netherlands. Together with its sister companies, it is continuously improving and expanding a complete range of naval and patrol vessels ranging from 10 to more than 200 metres. In recognition of the uniqueness of its portfolio and its 133 years of shipbuilding excellence, the shipyard has been given a new name. Starting on 20 October 2008, Schelde Marinebouw B.V. will henceforth be known as Damen Schelde Naval Shipbuilding.