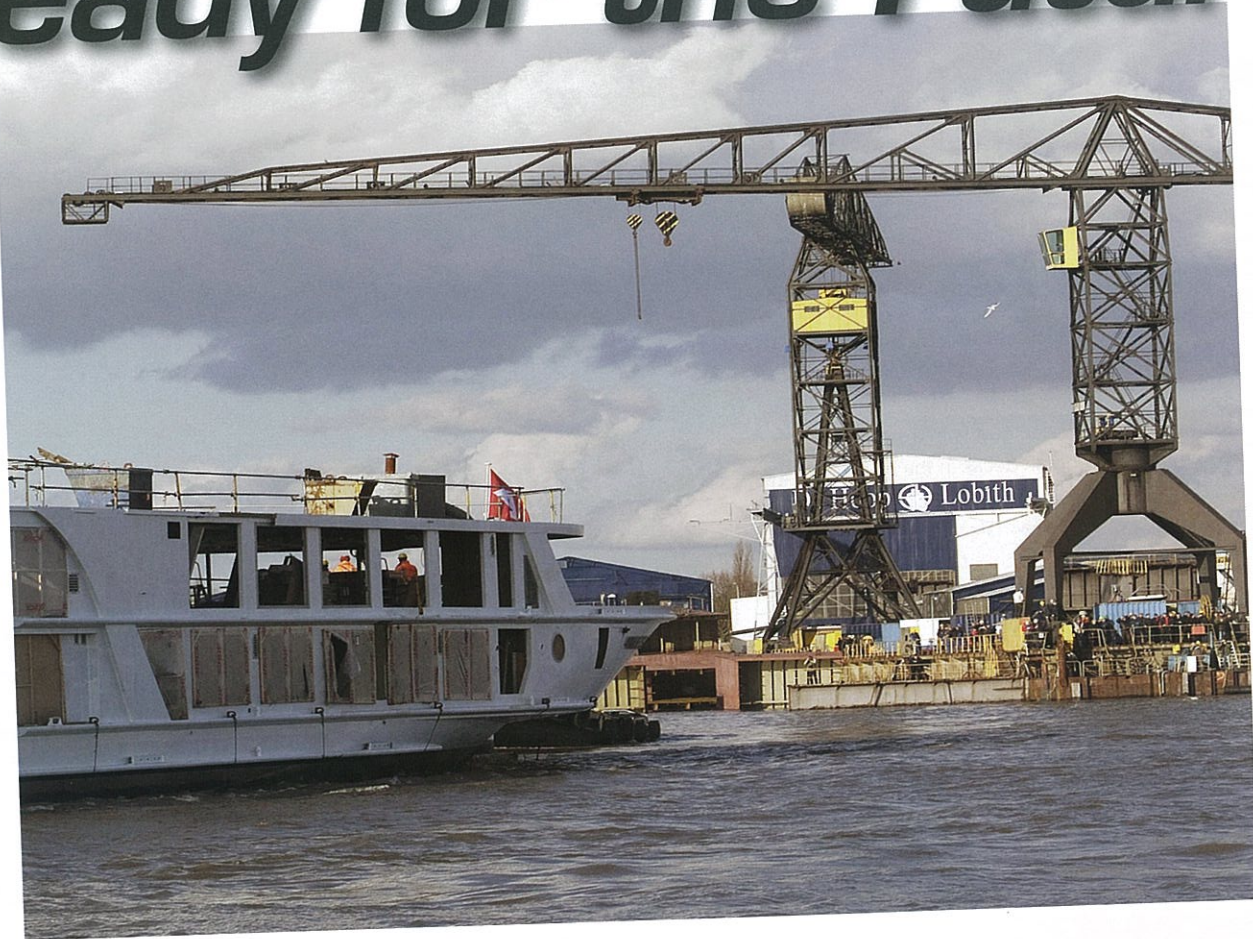


Ready for the Future



Extreme Shipyard Makeover

De Hoop Lobith recently completed a three-year yard renewal programme further improving its wide-ranging services, backed up by effective and smooth in-house processes. The renewal also included the introduction of De Hoop Shiprepair. CEO Patrick Janssens now feels the shipyard is truly "ready for the future".



Shipyard De Hoop has an impressive history and currently boasts two locations – in Lobith and Foxhol, both in the Netherlands. The yard has a track record of around 1,500 vessels built, and has delivered more than 3,000 designs. Although De Hoop is strong in the inland passenger-vessel and offshore markets, virtually any ship up to 200 by 60 m can be completely engineered and built by De Hoop. Examples of these are the transport vessels Brion and Breuil built for Airbus, the cablelayer Sea Spider built for Wagenborg and semi-submersible diving platform Amethyst.

Positive

De Hoop has a positive problem – a full order book. "Therefore, the last three years have been about modernisation of our Lobith yard. Now we are ready for the future", says Patrick Janssens. "As a yard, De Hoop really wants to be a one-stop-shop, providing facilities for all the key disciplines of shipbuilding on one terrain." Each investment had its own particular goal. Overall, the improvements make the yard look tidier and more organised. As a result of this, a positive effect on the workforce's moral and way of working was experienced quickly after the improvements. The yard is ready for the future and perfected to offer fast delivery times, a high level of flexibility and good quality.

Design & Engineering

First of all, the shipyard focused on the enhancement of its design and engineering tools and processes. It all started with converting

a large canteen building into a new yard head office with an open engineering office-garden, and several offices for production management and board. Besides various meeting rooms and a large conference room, the new head office was fitted out with a brand new computer-network including fibreglass cabling, a new server and new terminals. The engineers now have improved large workspaces and fast computers, with multiple screens. In addition, the department accommodates several spare engineering positions, for extra engineers that are occasionally hired on a temporary basis during the peak periods.

Effective Logistics

As part of its in-house strategies, De Hoop is highly focused on the principle that effective shipbuilding is primarily based on good and well-ordered logistics. Consequently – simultaneous to the development of the head office – a new warehouse was built. This was really necessary, as De Hoop strongly values the importance of a well-organised warehouse. With regard to the receipt of goods, the identification and entry inspection are of particular prime importance. "We have a lot of expensive equipment coming in. A ship consists of thousands of different products from many different suppliers", says Janssens. "We try to purchase and take deliveries just in time as much as possible, so in a very short time, a lot of products and subassemblies have to find their way to the right place on the right time." The yard's new setup was specifically optimised for this purpose.



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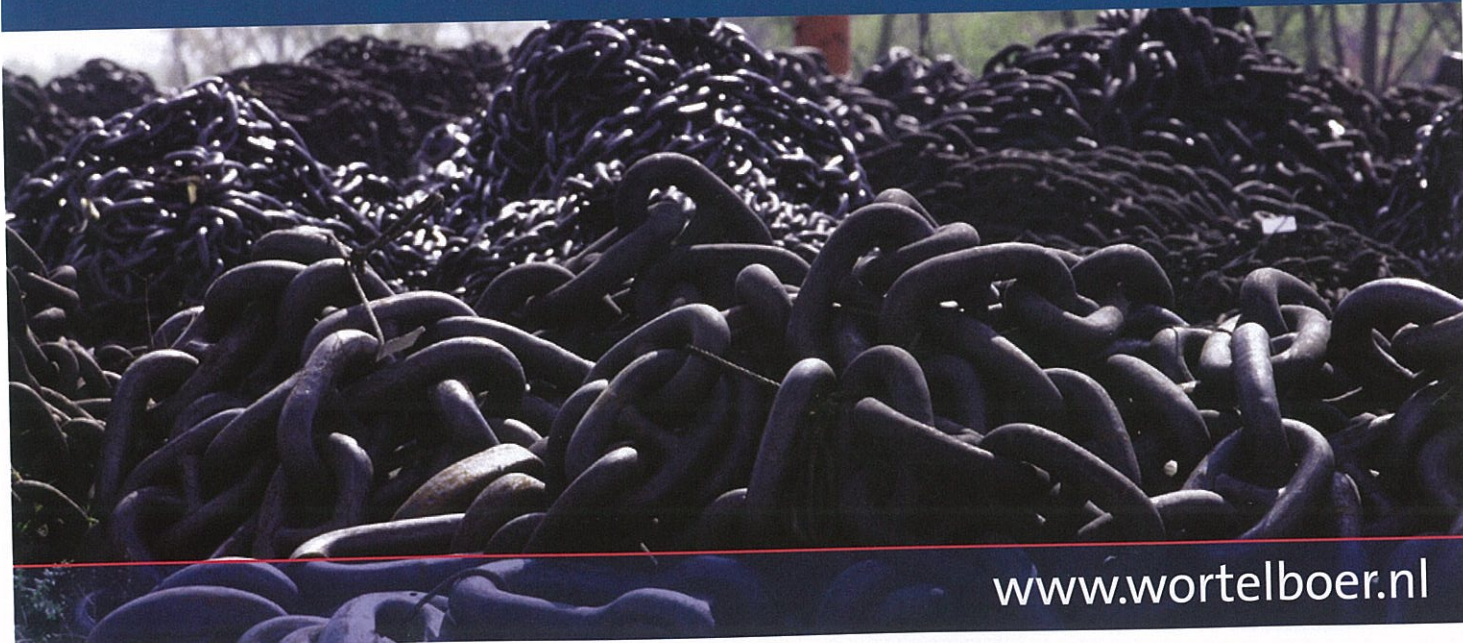
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Comfortable Rest

On top of the new warehouse, a large new canteen with a roof terrace overlooking the shipyard, the harbour and the river Rhine, was created. The canteen facilities were in need of updating, which was also taken very seriously by the shipyard's management, as they believe a clean and comfortable place to rest is key for their

personnel. The new canteen offers much light and extensive views of the surrounding activities, as it is now centrally located on the yard's premises. From the 250m² roof terrace, hundreds of ships can be seen passing by each day. Also, a new change-room with new sanitary facilities was built below the new canteen. A large part of the investment went into the ground. New pipeline-systems for amenities such as water, sewage, air and gas were installed, spread out over the 10.5-hectare terrain. Moreover, a complete new pressure-air system was fitted, including Atlas Copco compressors which feed into the network on various locations.

"...De Hoop really wants to be a one-stop-shop..."

A New Look

Furthermore, large parts of the yard's terrain used to be nothing more than a sand and gravel surface. On these locations, extensive fields of Stelcon plates were placed, enabling a much better movement of trucks, forklifts and other rolling material. As a result, almost the entire premises is now covered with extra heavy (20 t/m²) Stelcon plates, further improving the crucial in-house logistics.

To update the yard's overall look, the security office at the yard entrance was demolished first of all. The area was turned into a new parking area for visitors. An innovative gate and entry system was fitted and all around the shipyard, a video surveillance system was installed. This is a modern system for entry control and security, up to the latest standards, because De Hoop experienced that this is more and more becoming a requirement set by clients from the offshore industry. Secondly, various old office buildings and the shipyard's old electricity station were demolished. This, in combination with new plating to cover the exterior walls of all large halls, provided a complete new look. Thanks to this white plating, the old brick buildings now look clean and as new. In addition, the roof of the large pre-fabrication hall has been renewed and many clear





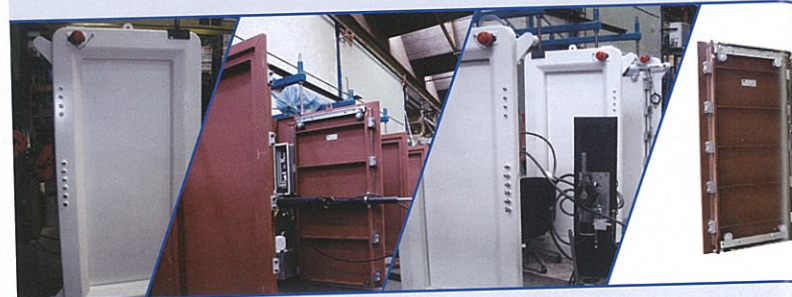
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roof panels have been fitted to increase the amount of light in the working areas. The various section-building halls were also covered with new plating for both walls and roofs. Here too, polyester panels were installed to increase the amount of natural light. Also, the electric lighting was renewed and new heaters were purchased for these halls. New internal gantry cranes were installed to enable safe, swift and effective lifting capabilities for the section builders.

Cutting Machine

In order to boost production and to introduce a more flexible, integrated process, De Hoop purchased an effective steel-cutting machine, with robot arm. Hanco B.U.S. – a company specialised in the creation and implementation of customised robotic solutions – developed the software program. Inputs to the program come from the design files. This information is then translated into a library of shop-floor production files, along with the instructions for the robot's own control system. Subsequently, the parts are automatically marked and cut with laser-sharp precision. As part of the complete system, the program also controls the three-axis movements of the gantry, as well as the extraction system that removes the dust and fumes to maintain a safe working environment.

Shiprepair

A few months ago, Shipyard De Hoop also further expanded their business by introducing De Hoop Shiprepair. The old customs harbour was dredged and De Hoop acquired a large pontoon, which was then converted to act as a base and warehouse for the repair activities. The idea behind De Hoop Shiprepair is to provide a one-stop-shop for all service and repair works on river cruise vessels as well as on day passenger

vessels. This should be a clever strategic move, as De Hoop registered that in Europe, the cruise market has increased significantly. In the winter, all these vessels require maintenance. A one-stop-shop such as the De Hoop now offers, exactly answers to this demand. For 2011, fifteen vessels are already planned to make use of the new services concept offered by De Hoop Shiprepair.

i. www.dehoop.net



Patrick Janssens, CEO Shipyard De Hoop: "Now we are ready for the future."