**\*\*\*PRESS RELEASE\*\*\***

**KISS Supplier Caballo Galiceno gets second launch**

*KISS Supplier Caballo Galiceno (Build no. 435), designed and built by Shipyard De Hoop, has been launched for a second time. A few weeks before scheduled delivery, the yard received a large order for additional work on the vessel from the Mexican shipping company Oceanografía, which had to be carried out very quickly in dock. The Caballo Galiceno certainly cuts a dashing figure, thanks to the large image of a seahorse (*caballo de mar *in Spanish) on either side – which is not only Oceanografía’s logo, but also a reference to the vessel’s role as a real ‘workhorse’. The Caballo Galiceno is the second in a series of four KISS Suppliers built for this customer. The first, the Don Alfonso (Build no. 434), has already been delivered and is now successfully in service in Mexico.*

A few weeks before delivery of the first KISS Supplier Don Alfonso, Shipyard De Hoop received a large order from the Mexican shipping company Oceanografía for additional work on all four of the KISS suppliers (434, 435, 432 and 433) that the company had commissioned from De Hoop. Oceanografía had an opportunity to win four excellent contracts, but first needed to resolve two problems. First, the deadweight of the KISS suppliers De Hoop was building needed to be increased to more than 2,500t. In addition, the Dynamic Positioning system needed to be Grade 2 (DPII) rather than Grade 1 as originally specified. The additional work was carried out in collaboration with Pars Navis, Shipdock Harlingen, Alphatron, Eekels, Navis and SIN. De Caballo Galiceno is currently starting its official sea trials and is expected to be delivered by mid-September.

Shipyard De Hoop’s new KISS design (‘Keep It Simple Stupid’) has already attracted the interest of international shipping companies, to judge from the various enquiries Shipyard De Hoop is currently dealing with.

***KISS design***

The KISS design is a new design developed by Shipyard De Hoop to resolve the problem that supply vessels are becoming increasingly complex in their design and build – often without any corresponding improvement in functionality. This extra complexity is pointless and makes the vessels unnecessarily expensive. De Hoop’s motto is, by contrast, “If it isn’t in there, it can’t go wrong”. For example, to many people’s surprise, De Hoop’s design features a chined hull rather than a smooth curve one – a design that went out of fashion many years ago. However, this particular hull shape reduces resistance by 15 percent, compared to its rounded predecessor, which translates into substantial fuel savings. Thanks to the new layout of tanks in the hull and the engine room on the main deck, the KISS Supplier also has about 30% more cargo space than all its competitors of a comparable size. This responds to the trend that an ever greater variety of products need to be taken out to the rigs. With regard to accommodation, De Hoop has applied its extensive experience in designing and building hotel passenger ships, resulting in comfortable accommodation for 30 people. The efficient design of the accommodation area means that there is room for a remarkably large working deck of 430m2. The vessel is an innovative combination of user-friendliness and the very latest technologies – as is illustrated by the state-of-the-art Satellite Navigator and the diesel-electric propulsion with stern propellers. In short, the KISS Supplier is a real ‘workhorse’.

***Oceanografía***

Oceanografía is the biggest offshore shipping company in Mexico. Its main customer is the Mexican state oil company PEMEX. With some 45 vessels and 6,000 staff, Oceanografía accounts for about 40% of the vessels in the Gulf of Mexico. The main activity of these vessels is supplying and maintaining the construction activities on oil rigs and oil-related infrastructure, both above and below water-level. De Hoop’s association with Mexico goes back many years, starting in the 1960s, when De Hoop built tugs and oil tankers for PEMEX. This was followed by many diving support ships and supply vessels for Oceanografía.

***Shipyard De Hoop***

Shipyard De Hoop is a successful Dutch designer and builder of custom-built vessels. These include both sea-going vessels and those for inland waterways. Designing and building a completely new ship calls for an innovative and creative approach – and a good nose for the latest developments and possibilities. This is what sets De Hoop apart from the competition. Shipyard De Hoop’s order book is well-filled, and the company has grown substantially in recent years. De Hoop operates from two yards: De Hoop Lobith in the east of the Netherlands (10.5 hectares and 130 staff) and De Hoop Foxhol in the north of the country (2.5 hectares and 65 staff). The Lobith yard has two slipways, the largest of which measures 200m x 60m. De Hoop has its own engineering department as well as in-house expertise in all the disciplines required to build a complete vessel. This means that De Hoop is able to offer rapid delivery and a high degree of flexibility and quality.

*Shipyard De Hoop, ship designers & builders since 1889*

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