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

**Diving Support Vessel the Don Daniel successfully completes sea trials**

*Diving Support Vessel Don Daniel (Build no. 429), designed and built by Shipyard De Hoop, has successfully completed its official sea trials. At the moment, the vessel is into dry dock at Shipdock Amsterdam, where the hull below the waterline will be sand-blasted and coated. Due to last January’s extremely high water levels, the Don Daniel had to be launched prematurely. The vessel 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 Don Daniel is the third Diving Support Vessel that Shipyard De Hoop has built for the Oceanografía. The first two vessels, the Don Amado (424) and the Amado Daniel (425), are already in full service with the Mexican oil company PEMEX. Their totally new design ensures that these Diving Support Vessels are highly cost-efficient and, as a result, very successful in the market. At the moment, the vessels are even be used as a replacement of the small Semi-Submersibles in the field.

In the Don Daniel, the 300t Liebherr main deck crane used on the previous two vessels has been replaced by a Huisman-Itrec 300t crane. The customer also chose a different specification for the engine room. Instead of four Caterpillar engines of type 3516, the Don Daniel has a special configuration of five Caterpillar engines of type 3512. This results in significantly lower fuel consumption (in normal use). Despite the fact that the Don Daniel has not yet been delivered, PEMEX has already contracted the vessel for a period of five years.

Meanwhile, Shipyard De Hoop has received several requests for similar vessels and expects to be building more Diving Support Vessels in the near future.

***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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