



NEW DP2 RSV FOR TOISA



Sealion Shipping Ltd, on behalf of Toisa Limited, is pleased to announce that an order has been placed with Qingdao Wuchuan Heavy Industry Co. Ltd (QWHI) for two DP2 Multi-Purpose Offshore Construction & ROV Support Vessels (RSV's), for delivery in mid-2017. The vessel design is by Salt Ship Design, customised to the requirements of Sealion/Toisa and will produce a vessel of impressive capabilities and flexibility. The QWHI yard, a new facility, was chosen on the basis of a long history of mutual cooperation between Sealion/Toisa and QWHI parent company, Wuchang Shipbuilding Industry Group.

The vessel will have two offshore, active-heave compensated, knuckle boom cranes fitted: a 150 tonne crane with a depth capability of 3,000 metres single fall, and an auxiliary crane with a capacity of 25 tonne and a single fall depth capability of 2000 metres. There will be an extensive working deck area of 1,100m² and a large working moon-pool of 7.20 x 7.20 metres offering flexibility for a number of work roles. With a minimum deck strength of 10t/m² and specific areas strengthened to take 25t/m², carriage and deployment of heavy equipment and special project related machinery is facilitated. Operational safety is enhanced with provision of an enclosed ROV Hangar designed to accommodate two large work class ROVs for over-side launch. All the necessary interfaces to service ROVs, as well as dedicated offices, control rooms, workshops and stores are included in the hangar design, producing an ergonomically arranged space for efficient operation of ROVs.

The vessel is equipped for world-wide operations in the oil and gas sector on ultra-deep water projects as well as in the offshore wind sector. There are two stern azimuth thrusters giving propulsive power and one aft tunnel thruster, plus two tunnel thrusters and one retractable azimuth thruster forward, all powered by a diesel electric plant of four diesel alternators. These and all other vessel machinery are controlled by a fully integrated vessel management and control system. The vessel is dynamically positioned with the dual notation of DYNPOS AUTR (DP2) and DYNPOS E (Enhanced Reliability). DYNPOS E notation, with its increased inherent redundancy and monitoring capability, will allow the vessel to operate more economically and will provide a notable reduction in fuel consumption on DP, which combined with provision of exhaust gas SCR units for compliance with IMO Tier III and the provision of Ballast Water Treatment plant, places the vessel at the forefront of environmental protection technology.

There is accommodation sufficient for a total of 100 persons in cabins and public spaces of the highest standard. The living accommodation can be configured to a client's requirement, depending on overall number of persons on-board.

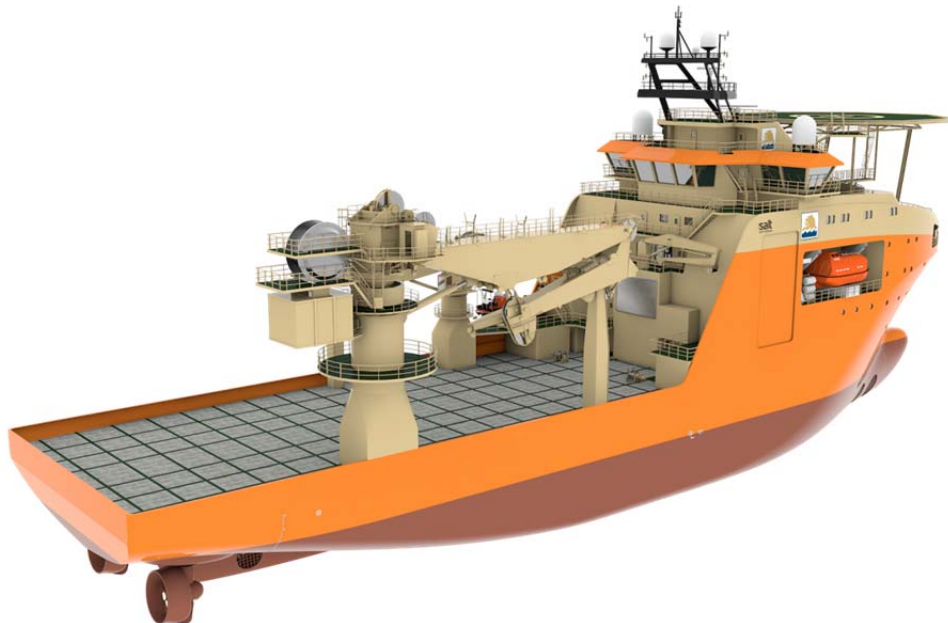
Main particulars of the vessel are:

LOA	97.10m
LBP	87.30m
Beam (moulded)	22.00m
Depth (moulded)	9.20m
Draught (design)	7.20m
Trial speed	15.00 knots
Deadweight (approx.)	5,500 tonnes
Accommodation	100 persons

Notations:

DNV +1A1, SF, E0, DYNPOS AUTR and DYNPOS E, BWM-T, COMF-V(3) C(3), CLEAN DESIGN TIER III, ECA, BIS, NAUT-OSV (A), ICE-C, DK(+), HELDK-SH, OFFSHORE SERVICE VESSEL +, SPS, RECYCLABLE

This order demonstrates Toisa's continuing commitment to expand their current fleet of six ROV support vessels within the existing 28 strong Toisa OSV fleet.



Full details of the Sealion Fleet can be found on our website at www.sealionshipping.co.uk and further details of this new order can be obtained from the Chartering Department at:

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