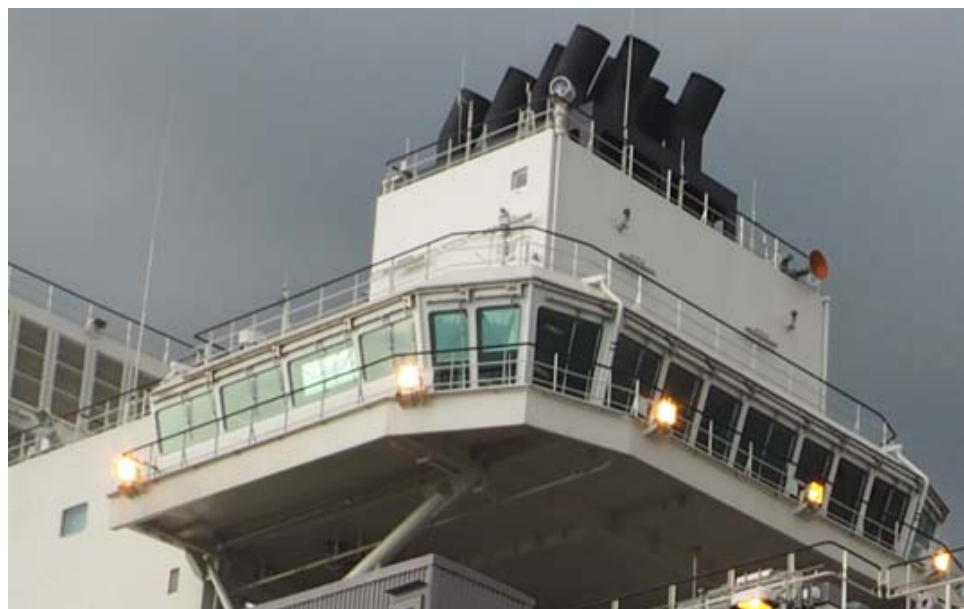


WORLD LARGEST VISITS SINGAPORE



As could be seen in Friday's newsletter, after departing November 17th from the builders in Okpo, last Wednesday afternoon saw the arrival of the world's largest vessel afloat at present the **PIETER SCHELTE** in Singapore waters.



The **PIETER SCHELTE** arrived at the Raffles Special Reserve anchorage for bunkers and crew change before heading for Rotterdam. The **PIETER SCHELTE** is 124m wide and 382m (477 m incl. tilting lift beam and stinger) in length; it reportedly cost around U\$2.97bn to build. The **PIETER SCHELTE** is built by the Swiss company **Allseas**, which specialises in offshore pipeline installation and subsea construction. It has been billed as the biggest ship in the world - though the title is contested. Unlike oil tankers or container vessels, lift vessels specialise in lifting heavy loads and often assist in offshore construction. In

partnership with the **Port of Rotterdam**, the ship will be taken to Maasvlakte 2, an extension of the port, where a special pit has been drained where **PIETER SCHELTE** will be moored and where the topsides lift system beams will be installed on the bows of

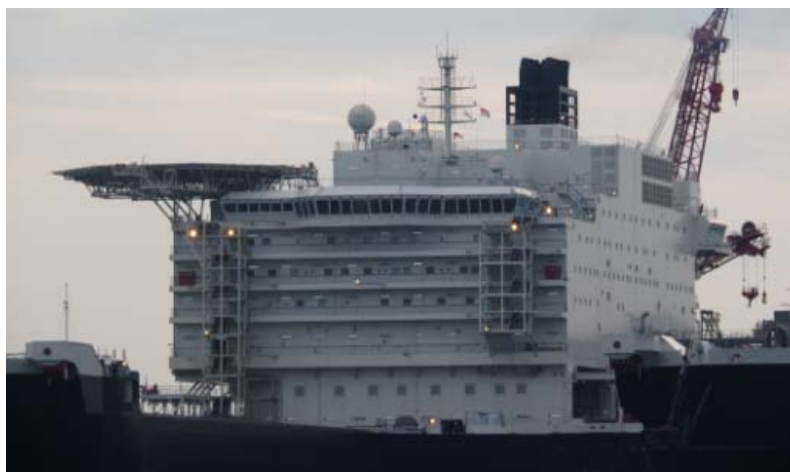


DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2014 – Maandag

the ship during the first months of 2015. After its completion, it will do heavy lift work in the North Sea and will sail to the Black Sea to lay the second string of the South Stream pipelines. The ship is designed for and will be used to install and remove offshore oil and gas rigs, as well as to lay pipes. **Allseas** says the **PIETER SCHELTE**, built by DSME (Daewoo) in South Korea, will be able to lift loads of 48,000 tonnes. Though it dwarfs other ships, the **PIETER SCHELTE** will soon be eclipsed by a sister vessel. The company has said it will build an even bigger vessel, measuring 400m long and 160m wide, capable of lifting 77,000 tonnes. This vessel would be able to work on the world's largest oil rigs and should be in operation by 2020. The title of world's biggest ship is difficult to define, but the longest floating vessel currently in operation is the **Shell Prelude**, a 488m long platform for liquefied natural gas anchored in a South Korean port. However, the vessel is unable to propel itself, leading to questions as to whether it can actually be classified as a "ship". The world's longest moving vessel is the Maersk Triple E class, a family of container ships each of which is 399 m in length.



The slot in the bow is having a length of 122 mtr and width of 59 mtr



The Swiss-based **Allseas Group S.A.** is a global leader in offshore pipeline installation and subsea construction. The company employs over 2,500 people worldwide and operates a versatile fleet of specialised pipelay and support vessels, designed and developed in-house. The **PIETER SCHELTE** has an accommodation for 571 persons, who live in a spacious modern styled accommodation with very nice (double bunk) cabins, all equipped with shower and toilet. The vessel is also equipped with an ultra-modern stainless steel galley where

food is freshly prepared.

Founded in 1985, **Allseas** have gained worldwide experience in all types of offshore and subsea construction projects. Allseas approach is to support clients already in the conceptual design stage, and offer services for project management, engineering and procurement up to and including installation and commissioning. **Allseas** does not restrict itself to available technology; **Allseas** develop new techniques and applications wherever necessary. **Allseas** people make a multitude of decisions in all disciplines every day, worldwide. **Allseas** performance is influenced daily by the creativity and quality of that judgment. **Allseas** describes dynamism, inventiveness, rapid progress and a no-nonsense approach as its distinguishing qualities. Through the development of



DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2014 – Maandag

an in-house know-how they develop new techniques and innovative solutions to meet the market's ever changing needs.



As everybody is very important on board for the good performing of the vessel, the crew also have to be happy during their works. For this reason, a superb galley team is on board, which prepares and makes food around the clock



If you still have enough energy after your 12-hour working shift, a large gymnasium including a sauna is available to lose some (more) calories.



Top seen the forwards navigation bridge equipped with the latest state of the art equipment including an LR DP (AAA), fully redundant Kongsberg K-Pos DP-22 and 2 x cJoy system



Every new concept starts with true imagination. A technical breakthrough can only be achieved if one is willing and daring to challenge all existing options, turning them upside down and looking at them from a different perspective. It challenges the ability to imagine the impossible; not asking "why?", but rather "why not?". It requires people with imagination and a can-do attitude, who believe that "if you can dream it, you can do it". Allseas wants people who share and believe in **Allseas**

vision of "no guts, no glory".

Allseas acknowledge that reputation, responsibility and integrity form the cornerstone of its existence, realising that its future is shaped by its performance and behaviour of today. This will determine **Allseas'** reputation for a long time to come. Therefore, Allseas value long-term relationships with clients, employees and suppliers. In June 2010 **Allseas** awarded the contract for building the dynamically positioned (DP) platform installation / decommissioning and pipelay vessel **PIETER SCHELTE**, to the South Korean shipyard Daewoo. Long-lead items such as the power generation equipment, thrusters and DP system were ordered in 2007. In 2008 the high-tensile steel for the jacket and topsides lift systems



was ordered, and the detail design of the hull was completed in May 2010. Equipment for the lift systems and pipelay system were ordered in 2011, continuing into 2012. When completed, **PIETER SCHELTE** will have a topsides lift capacity of 48,000 t and a jacket lift capacity of 25,000 t. Her pipelay tension capacity will be 2,000 t, doubling the capacity of **Allseas' SOLITAIRE** and thereby surpassing her as the world's largest pipelay vessel.



For general purpose works around the vessel the **PIETER SCHELTE** carries the **NUTSHELL** a **Damen Stanlaunch 804** workboat



On deck are 4 cranes installed: 3 pipe transfer cranes of 50 t at 33 m and 1 special purpose crane of 600 t at 20 m. In total, 95.000 kW is installed to power the whole vessel, which has a max speed of 14 knots Herewith, I would like to thank **Capt. Carlo**, **Superintendent Gert Jan**, **Catering manager Fred**, **vessel manager Hans** and the rest of the crew for their hospitality whilst I was on board. This is a very impressive vessel and I wish them all many successful and safe projects around the globe.
Photos : Piet Sinke ©



DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2014 – Maandag