



MEDIA RELEASE  
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## **CLOUGH OIL & GAS TO RE-ENERGISE SUBSEA BUSINESS WITH NEW DEEP SEA CONSTRUCTION VESSEL**

Clough (**ASX:CLO**) has entered into an agreement with Norwegian company, Solstad Cable UK Limited, for the long term charter of the ex. cablelay ship "Normand Clipper".

The "Normand Clipper" will be converted to an offshore construction service vessel at the Ulstein Verft AS yard in Norway and will be ready for service from 1<sup>st</sup> June, 2005. The conversion will equip the vessel with a specialist deep water and subsea construction capability.

Clough has signed a charter agreement for the Normand Clipper of 180 days, commencing in December 2005. Following this period, Clough has first right of refusal on options to extend the charter period for up to three years. Funding for the vessel charter will be provided from the current project pool requiring no upfront capital outlay.

Mr Vic Hall, CEO of Clough's Oil & Gas Division, said: "The charter of the "Normand Clipper" provides Clough with an economical solution for the offshore installation works associated with ONGC's G1 Indian project awarded late last year.

"By exercising the extension options Clough has an opportunity to regain a presence in the subsea construction market once held through its 50% ownership of the "MSV Maxita". Together, the "Normand Clipper" and Clough's pipelay crane barge "Java Constructor" provide complementary capabilities servicing full field development projects.

"In addition, the SURF (subsea, umbilical, riser & flowline) market is expanding on a global basis. The signing of this agreement will re-energise Clough's subsea construction business and effectively position the Company to capture a larger percentage of the SURF market" Mr Hall said

Following conversion, the M/S "Normand Clipper will have an overall length of 127.5 metres and width of 27 metres. It will be equipped with a 250 tonne deep water crane, 60 tonne A-Frame, 140 tonne traction winch for ploughing operations, diving moonpool, ROV launch system and accommodation for 102 persons. The vessel will be dynamically positioned to DP2 class.

Further information:

Vessel details:

Kim Smith

General Manager - Business Development and Tendering,  
Clough Oil and Gas Division

Tel: (08) 9281 9481

E-mail: [kim.smith@clough.com.au](mailto:kim.smith@clough.com.au)

Investor relations:

Robert Ash

General Manager - Corporate Affairs, Clough Limited

Tel: (08) 9281 9404, 0407 778 296

E-mail: [rob.ash@clough.com.au](mailto:rob.ash@clough.com.au)

Website: [www.clough.com.au](http://www.clough.com.au)

Clough is one of Australia's largest multi-disciplinary engineering and construction groups. Clough operates globally in industry sectors such as onshore and offshore oil and gas, petrochemicals, minerals, infrastructure and property and has a significant capability in project management and engineering.

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# Normand Clipper

## Subsea Construction Vessel



### Main Particulars and Features

#### General Description

**Vessel Name:** Normand Clipper  
**Year of Build:** 2001  
**Year of Conversion:** 2005  
 (to subsea construction vessel)  
**Area of Operation:** Worldwide

#### Key Vessel Features:

The Normand Clipper is a high capability subsea field construction vessel. Capability ranges from installation of subsea facilities for single wellhead fields to large-scale, deepwater floating production in remote regions.

Inherent within the vessel are:

- High strength deck, specifically designed to support large capacity carousels or lay equipment.
- 250t AHC deepwater craneage amidships.
- Handling craneage to stern.
- A-frame for trenching support.
- 140t deepwater HC lowering winch for deployment of structures to 4000m.
- Modern diesel-electric power management and dynamic positioning.
- 5.6m x 6.6m moon pool.
- In-built ROV hangar and two strengthened deck-mountings for additional ROVs.
- Internal storage for FPSO mooring chain.

Additional project installation equipment can be fitted on deck, such as:

- Umbilical carousel.
- Flowline lay spread.
- Jetting and ploughing spreads.
- Chain gypsy and handling systems for mooring installation.
- Modular diving systems.
- Additional ROVs as required.

#### Classification / Flag

**Class:** Det norske Veritas + 1A1,  
 DYNPOS AUTR, E0, HELDK, DK(+), TMON  
**Flag:** NIS (Norwegian International)

#### Main Dimensions

Length overall	: 127.50 m
Length between p.p.	: 112.93 m
Breadth moulded	: 27.00 m
Depth to 1st deck	: 12.00 m
Design draught midship	: 7.20 m
Approximate main deck area	: 1,600 m <sup>2</sup>

#### Capacities Marine

Ballast water	: 4,300 m <sup>3</sup>
Fresh water	: 75 m <sup>3</sup>
Fuel oil	: 3,375 m <sup>3</sup>
Deadweight at maximum draught 8.4m	: 10,640 T
Gross tonnage, international	: 12,291 GRT

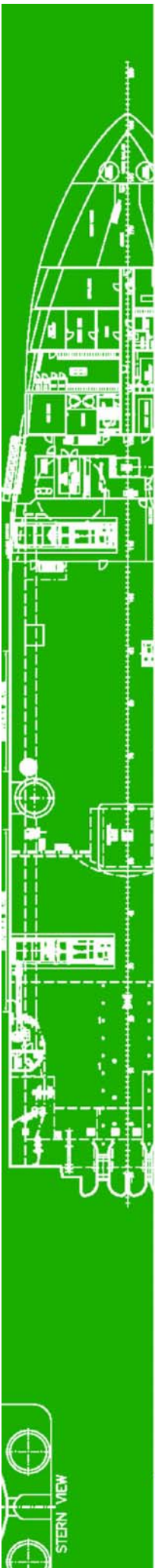
#### Performance

Speed (maximum)	: 16.0 knots
Speed (economical)	: 13.0 knots
Bollard pull at 75% MCR	: 120.0 tonne

#### Accommodation

Accommodation for 102 extendible to 114 in single and double cabins.

Air conditioning suitable for all global regions.



# Normand Clipper

## Subsea Construction Vessel

### Cranes / Lifting

#### Main Crane

- (amidships port side) : Hydralift OC4475 KSCE  
Offshore single-fall knuckle boom crane with active heave compensation
- SWL 250t @ 13m (1.3 DAF)
  - SWL using auto-heave comp. is 230t @ 13m
  - SWL at maximum subsea reach of 2500m (all wire out) is 190t
  - Slewing: unrestricted 360 degree
  - Wire: 96mm diameter

#### Stern Crane (starboard) : Hydralift C2806KE

- Offshore single fall knuckle boom crane
- SWL 25t-15m, 12t-26m knuckle jib
  - Slewing: unrestricted 360 degree

#### A-frame (stern) : Hydralift

- SWL 60t
- Traction type towing/lowering winch SWL 140t with passive heave compensation
- Storage winch 4000m of 54mm wire

#### Two Deck Handling Cranes : Hydralift KMCV

- SWL 2t-12m, knuckle jib 1077-2-12 (8)

### Deck Machinery (Marine)

Two combined Windlasses / Mooring winches : Rolls Royce Type BFM22U-58

58mm K3 chain

Two Mooring winches aft, pull 15 tonne : Hydrakraft

Two Tugger winches aft, pull 9.5 tonne : Hydrakraft

Two Tugger winches 1st deck, pull 3 tonne : Hydrakraft

### Navigation / Communication

10cm and 3cm ARPA radars : Furuno with Arpa far 2835S (10cm) & far 2825 (3cm)

Electronic chart system (ECDIS) : Simrad SPS

Survey Echo Sounder with three transducers : Simrad EA 500

Radio installation according to GMDSS - area A3 : Skanti TRP 8000 / DSC 9000

Inmarsat C, Inmarsat B : C: Thrane & Thrane TT-3606 E, B: Skanti SU 9900

VSAT high bandwidth phone & data system

VHF : Skanti VHF 1100

Portable VHF : Simrad SRH50

Worldwide TV satellite system : Seatel

### Manoeuvring / Positioning

Dynamic positioning system

IMO class II : Simrad SDP 21

DGPS, HPR, HIPAP : Kongsberg/Simrad DPS 100/200 Hipap 500 (Simrad)

Joystick with four positions in wheelhouse and one aft deck : Simrad DT

Auto track facility for catenary laying of pipe / cable / chain.

### Machinery / Propulsion System

Two El. Propulsion Motors each of 3900kW - 720rpm, 0-720rpm : ABB - AMB 630 LGL BAFT MB

12-pulse frequency converter driven : ABB - SAMI Megastar

Two Reduction Gears, each of 3900kW - 720rpm : Rolls Royce Type - 1500 AG

Two CP Main Propellers in nozzels, diameter 4.0m : Rolls Royce Type - 1500 AG

### Thrusters

Two tunnel thrusters forward, each of 1500kW : Brunvoll type FU-100-LTC-2450

One retractable Azimuth thruster forward of 1500kW : Brunvoll type AR-80-LNC-2100

Two tunnel thrusters aft, each of 1200kW : Brunvoll type FU-80-LTC-2250

### Electrical Power Plant (Volt AC-60Hz)

Two Main Generators, each of 4800kVA : MAK 8 M 32 ABB type - AMG 0900 MP12

Two Main Generators, each of 5400kVA : MAK 9 M 32 ABB type - AMG 0900 LS12

Total Generation Capacity 20,400kVA

Two Transformers 6.6kV/450V each of 1500kVA for ship's load : ABB type - TYVHK

Two Transformers 6.6kV/450V each of 1500kVA for deck equipment : ABB type - TYVHK

Harbour generator, 1138kVA : Caterpillar Mod. 3508

Emergency generator, 238kVA : Caterpillar Mod. 3306

Clean power plant / UPS systems

### Helicopter Deck

Size : 19.5m diameter

Dimensioned for Super Puma AS 332 L2

Approvals : DNV, Luftfartsverket, UK CAA/BHAB

### Roll Damping System

Two passive roll reduction tanks : Ulstein

Automatic anti-heeling system 3000m<sup>3</sup>/hour : Ulstein

### Oil Purification Plant

Two FO Separators (MDO) : Alfa Laval MMPX-404 SGP-11

Four LO Separators : Alfa Laval MMPX-404 SGP-11

### Fresh Water Generator

Two RO units, each 12.5m<sup>3</sup>/day (total 25m<sup>3</sup>/day)

Two FW evaporator units, each with capacity 15m<sup>3</sup>/day : Alfa Laval Desalt Type JWP-26-C80/100

### Lifesaving and Rescue Equipment

Two enclosed lifeboats with davits, each for 102 persons : Norsafe

Three life rafts for total 102 persons with davits, each side : Viking (2x20 & 4x25)

MOB boat with one-armed davit : Norsafe

