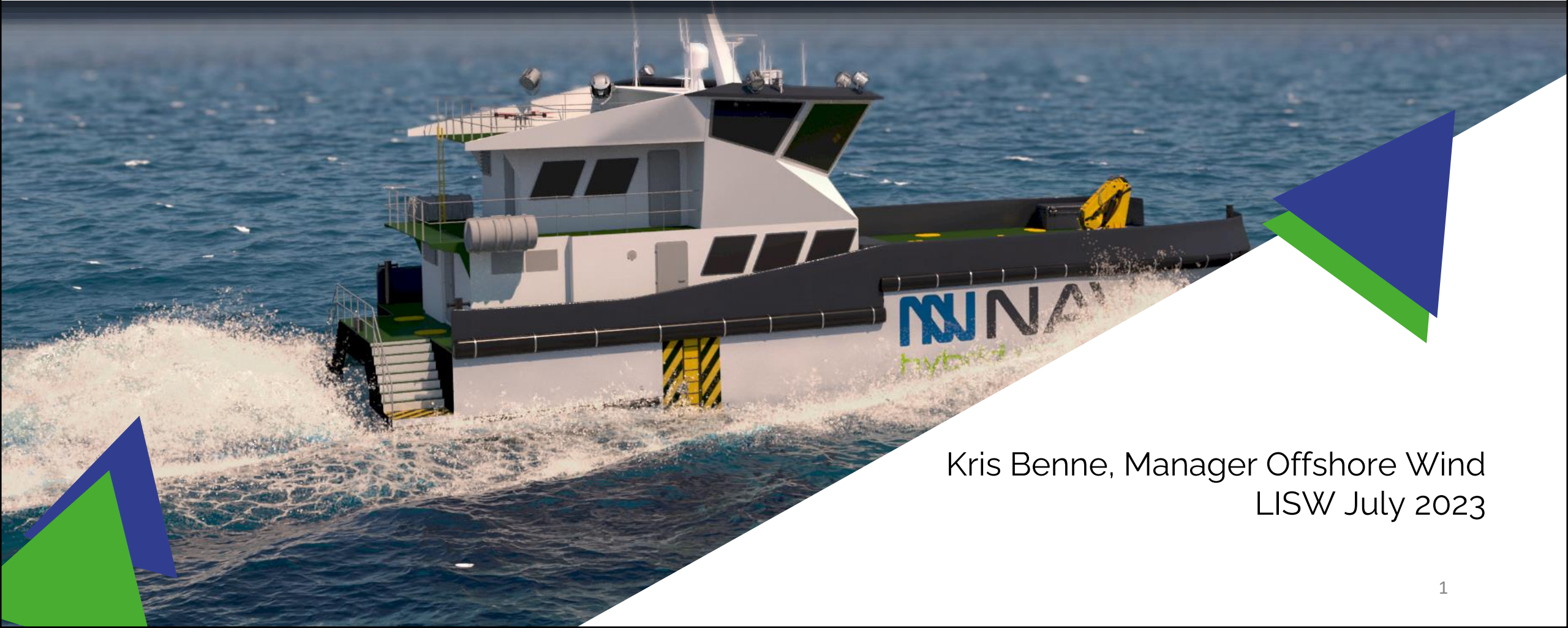




Introduction to NAV Engineering & Technology Ltd. London



Kris Benne, Manager Offshore Wind
LISW July 2023



ENGINEERING

GLOBAL SHIPYARDS

15 partner yards
1 yard in own management

OPERATIONS



NEW NAVARCH
GENERATION
SHIPPING
BUILDING
COMPANIES

navarchng.com



NAV Engineering

Engineering solutions and vessel designs

Offshore renewables

Ship design

Offshore Operations

Technologies and Engineering

Low emission retrofits

Consulting and Engineering

Offshore Renewables - NAV

Offshore renewables

Vessel design, construction and operations undersupplied
 Backbone (CTV) logistics undervalued
 High growth, required globally
 Early technology adopters

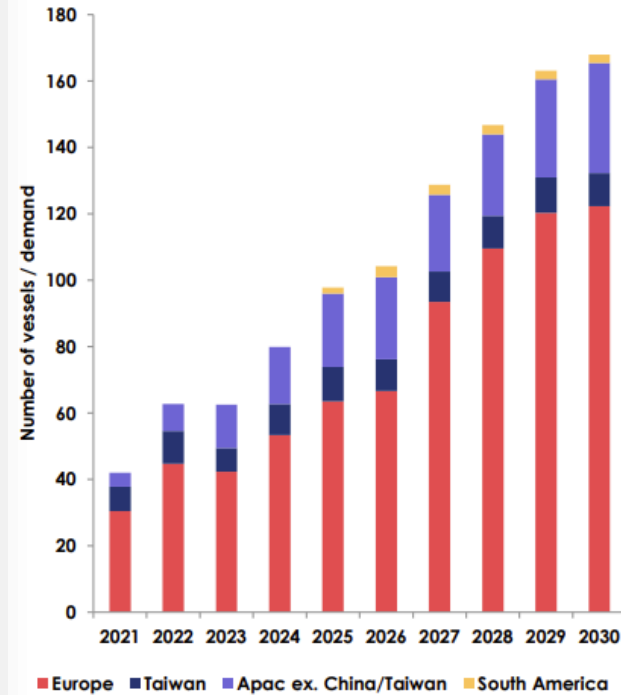
Ship design

Two in-house CTV designs

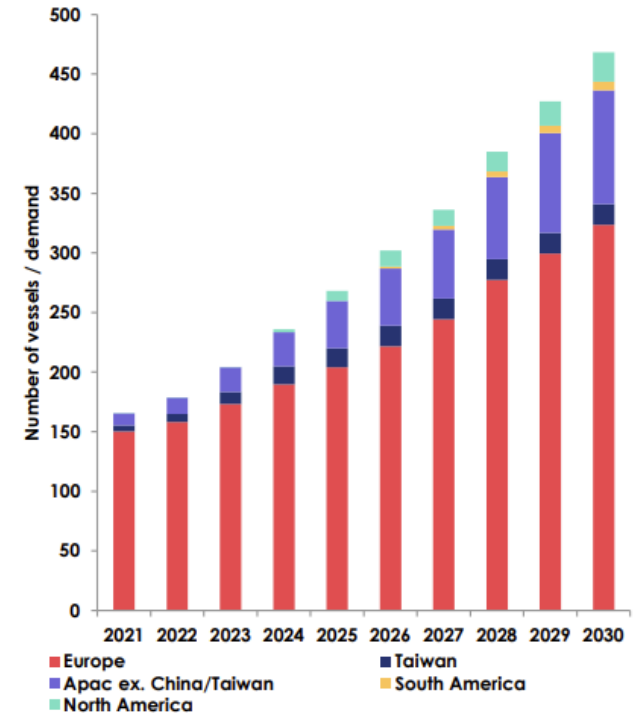
Offshore Operations

Partnership project

International CTV commissioning demand



International CTV O&M demand



Source: Clarksons Renewables July 2023

Offshore Renewables – Inhouse vessel designs

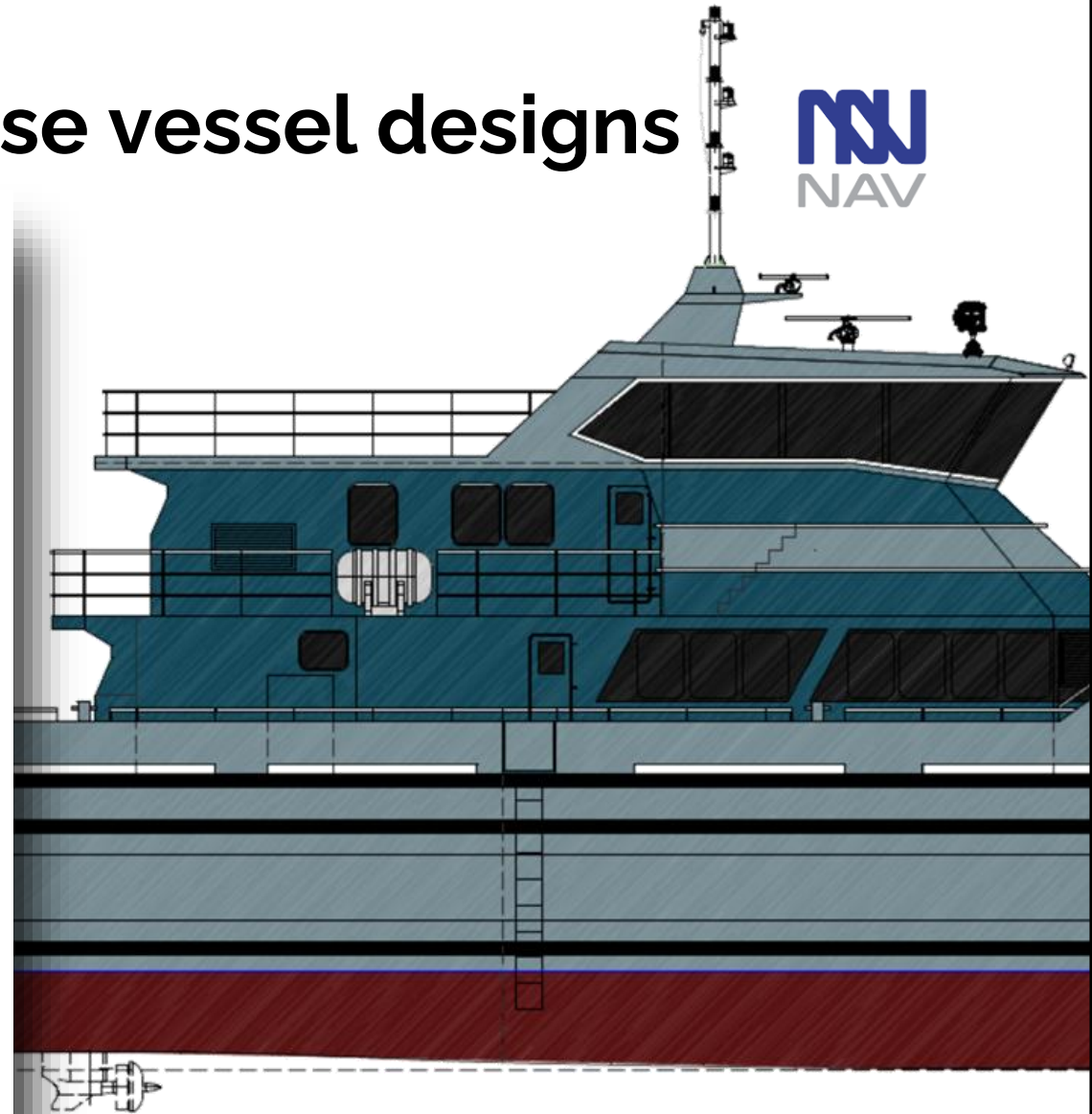


Global information

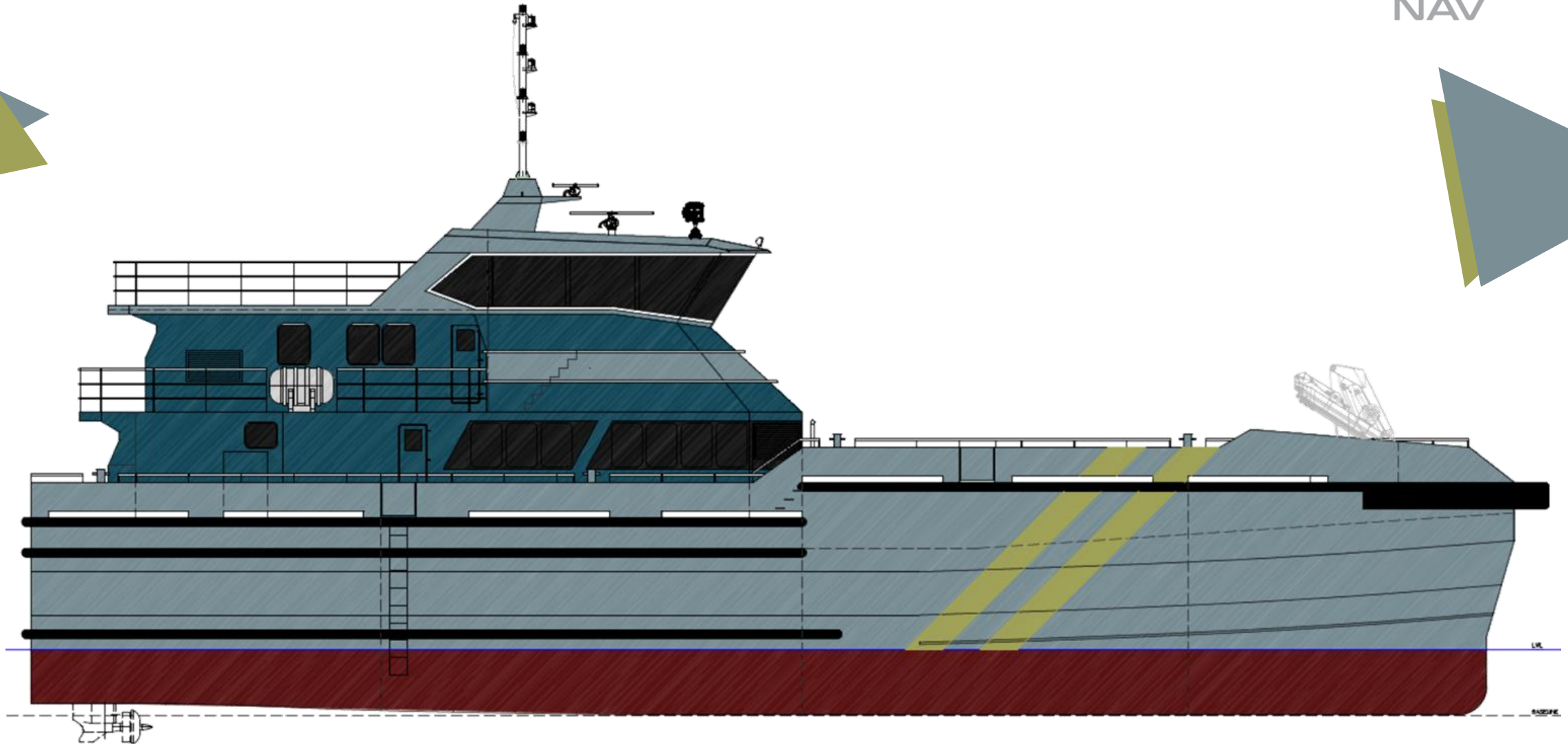
24 PAX
HYBRID powered
26 and 34m
Performance tracking
Crew comfort maximization

Client options

Inhouse building capacity
Design services
Operations and investment services



Offshore Renewables – Inhouse vessel designs



Technologies and Engineering



Extending vessel life and reducing carbon footprint: retrofitting

- New vessels designs
- Container widening solutions
- LNG retrofit solutions
- Containerized LNG retrofit solutions
- Methanol retrofit solutions

Technologies and Engineering
Naval architecture consulting services
Engineering and dockings



LET'S BE IN
TOUCH, THERE
IS MORE TO
COME!



NEW
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COMPANIES

navarchng.com

8-9 Northumberland Street London
WC2N 5DA United Kingdom

technic@navarchng.com

Hamburg Office:
Stadthausbrücke 7
20355 Hamburg
Germany

Backup: CTV terminology Technologies and Engineering



CTV vs. SOV vs. helicopter / offshore transfer methods

Both variants are used to transfer client personnel and cargo between shore and offshore asset(s). This proposal is based around CTVs

- **Crew Transfer Vessel - CTV:** 12-24 Client-passengers and cargo. Normally returns to port daily. Fast sailing. 25-30m length. Relative cheap (3-5kEur/day)
- **Service Operations Vessel - SOV:** 20-60 Client-passenger, incl full accommodation. Returns to port two-weekly and also houses a warehouse. Typically transfers via a gangway. Slow sailing. 60-90m length. High working limits (2.7m Hs). Very expensive (27-60 kEur/day)
- **Helicopter:** 4-19 passengers; typically, 4-6 passengers. Very limited cargo capacity (20kg/pers). Very expensive (~7000Eur/flight)
- **The CTVs will always be the backbone of the offshore logistics infrastructure and we see CTVs in operations in all windfarms including the newest additions in Taiwan, France, Japan, China and coming to the US**

CTV Transfer process

The vessel approaches the offshore structure or vessel and pushes against a boatlanding (ladder) that allows step-over and climbing up in waves up to 2.0m waves

Service, data and traditional shipping

Although offshore transfer companies are legally shipowners, the sold service is a safe and complete transfer of passengers and cargo in a time and weather sensitive window in a highly sensitive planning. Traditional ship owning companies are less sensitive to the weather for timely completion of the service. In addition, the strict safety and efficiency requirements for this operation also favours companies with a high frequency interaction with the client.

The Client(s)

Potential clients for both long term and sport charters of the CTVs are all parties, contractors and windfarm owners that have a need for cargo and people transfers. This is also not limited to applications in offshore wind. NAV will predominantly focus on spot-market charters (1-8 months) in the first years to establish a wide reputation. The extensive use of brokers in this initial phase is planned to de-scope the management team at NAV in the early phase.

Disclaimer



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