



OPIELOK

## FROM A MODEST COASTAL CONTAINERSHIP TO CUTTING EDGE PLATFORM SUPPLY VESSELS

### 1998-2016

The Irish Meteorological Service forecasted deplorable conditions for the 13th November 1998. In Dublin, Christopher Opielok, experienced master mariner and just-become shipowner, painted the name "Christine O." on his first vessel, a pre-owned 145 TEU / 2200 DWT coastal containership. Under his command two German officers and six Philippine sailors. A normal crossing takes 15 hours. This one took 48 hours, battling a head-on force eleven gale, eight meter seas and a powerful ebb tide sweeping out of the Bristol Channel – a severe test to the intrepid ship owner's perseverance. From here, Opielok moved on to build up a fleet of 13 vessels and provide his investors with comfortable profits.

In recent years, together with the Oltmann Group, a leading German ship fund and investment company, Opielok Reederei issued a total investment volume of over 220 million Euro and 105 million Euro equity. The package's performance has been excellent, generating investors an average yield of 50 % p.a. on an average maturity of 3,8 years.

In September 2007 Christopher Opielok enlarged his shipping business interest in founding Opielok Offshore Carriers (OOC), a farsighted move to penetrate the North Sea's offshore oil and gas industry that largely operates a veteran fleet requiring replacement. Since launching, OOC has pledged an investment into a fleet of UT 755 LN Rolls Royce and HI NS 70m Platform Supply Vessels (PSV). The OOC ships are fitted with FiFi 1 fire fighting capabilities, DP 2 dynamic positing systems and anti-rolling systems. Accommodation complies to COMF/V3 standards. Dry and liquid cargo is carried in tanks, pipes and other cargo on deck. Sailing in dark blue livery emblazoned with a white tiger, OOC's GL classed ships are fully equipped to meet current and future requirements for PSVs operating under world wide stringent chartering requirements.

The now famous tiger logo was first seen emblazoned upon the side of OOC Cougar as she entered the North Sea market in July 2008. A Norwegian built Rolls Royce designed Platform Supply Vessel; The OOC Cougar quickly gained a solid reputation for reliable and cost effective operations with most of the major oil companies operating in all sectors of the North Sea. Originally built as a DP1 vessel; OOC took the strategic decision to upgrade to DP2, add an extra stern thruster and dispatch the vessel to Asia and ultimately Australia, where the tiger logo became a common place sight on the North West shelf as the OOC Cougar operated successfully for the major Australian Oil Company Woodside. On successful completion of her work there, OOC once again boldly repositioned the OOC Cougar to West Africa, where she now works on term charter.



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As the success story of the OOC Cougar was taking place, OOC ordered 4 new Platform Supply Vessels to be built at Italhaimarine in Bangkok, the 4 Henderson designed vessels are DP2, FiFi1 and were modified as OOC gained experience and knowledge from operations worldwide. The first two vessels were successfully delivered and dispatched to West Africa to work short and long term contracts for clients there. The second two vessels were lengthened and had additional tankage added. This increased the flexibility for fleet deployment into the future.

The delivery of the third and fourth of the Henderson vessels OOC Leopard and OOC Tiger took place in third quarter of 2012 and both vessels commenced their operation successfully. The opportunity to put a tiger in their tank has proved irresistible to many oil majors worldwide!

While the oil price was declining and rigs were being laid up it was decided to diversify and the logical step was to make a move into offshore wind since the company already had a proven track record and extensive experience in the HSE driven Oil and Gas sector.

With the delivery of the first CTV "OOC Nerz" in March 2016 OOC reached a milestone and the company's efforts finally paid off when the first long-term charter was fixed in April 2016.