

CURRICULUM VITAE

SURNAME : Bakker

CHRISTIAN NAME(S) : Cornelis

NATIONALITY : Dutch

DATE OF BIRTH : 27th February 1953

MARITAL STATUS : Married

PROFESSIONAL EDUCATION :

- Master's licence SK no.S.43902 issued by the Head of the Dutch Shipping Inspection at The Hague on 05th June1980.
- Master's license SKA no. S43903 issued by the Head of the Dutch Shipping Inspection in The Hague on 05th June1980. .
- License SV no. SV10369 issued on 05th July1977 by the Dutch Shipping Inspection at Rijswijk.
- Licence SVA no. SV10417 issued on 03rd April 1978 by the Dutch Shipping Inspection at Rijswijk.
- General Radio Operator's licence no. 16040 issued on 09th April 1981 at The Hague.
- General Radio Operator's Certificate (MARCOM A) no. 005894 issued on 06th June 1996.
- Certificate of Competency GMDSS Certificate no. 8500003041/10004093 issued 12th February 2007 at The Hague.
- Certificate of Competency as Master All Ship's Certificate no. 8500003041/10004093 issued on 12th February 2007 at The Hague.



COURSES

:

- Medical Care on Board, October 1999
- Basic Offshore Safety Induction and Emergency training course on 12th September 2007 (NOGEPA 0.5A).
- Bridge Team Management course on 30th October 1998.
- Fast Rescue Boat training on 22nd October 1982.
- "Cold Pouring" examination on the 2nd of December 1999 at Hendrik Veder B.V Rotterdam, an ISO 9002 certified company. Certificate NR. 9908559
- 19th January 2000 I.S.M. Certificate.
- January 2001 Radar navigator course.
- November 2001 Advanced Fire fighting course.

LANGUAGES

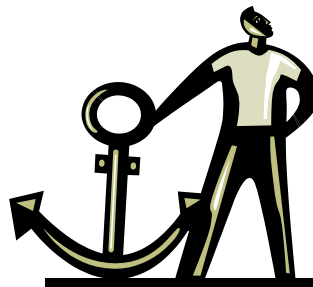
:

Dutch, English, at present attending Spanish course.

PRESENT POSITION WITHIN

:

C.Bakker International Marine



PROFESSIONAL EXPERIENCE:

2009

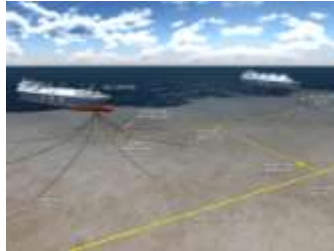
Offshore Construction Manager during the Neptune Deep Water Port Installation Project, Offshore Boston Massachusetts USA.

The work consisted out the installation of 16 suction anchors varying from 60 to 110 tons weight, 16 to 10 meter height, connected to 138 mm, 1000 to 375 meters long bottom chains and hooked-up with spiral wires to two STL buoys of 200 tons each.

All anchors, chains, wires and buoys have been successfully installed and hooked-up within the desired tolerances in a water depth of 80 meters.

Client: Haakonsen Marine / Global Mooring Services / APL.

Operator: Suez Energy



TWO STL SYSTEMS FOR SUEZ ENERGY

2009

Tow Master during the Hook-up of the FPSO Cidade de São Vicente in the Tupi Field Offshore Brazil, approximately 125 nm South of Rio de Janeiro.

The Cidade de São Vicente was successfully Hooked-up within the desired tolerances in a water depth of 2100 meter.

Client: Haakonsen Marine / Global Mooring Services / APL

Operator: Petrobras/Bergesen Worldwide Offshore



FPSO, CIDADE DE SÃO VICENTE

2009

Marine Operations Manager / Tow Master during the Hook-up of the FPSO Knock Allan in the Olowi Field Offshore Gabon, approximately 190 nm south of Port Gentil.

The Knock Allan was successfully Hooked-up within the de desired tolerances in a water depth of 34 meter.

Client: Haakonsen Marine/ Fred.Olsen Production

Operator: Canadian Natural Resources (CNR)

- 2008 Tow Master / Installation Manager during the Tow-out from Rotterdam (Netherlands) and Hook-up of the Sevan 300 Voyageur FPSO in the Shelley Field offshore Peterhead (UK).
Client: Haakonsen Marine
Operator: OilExco/Sevan
- 2008 Marine Operations Manager during the mooring installation for the Sevan 300 Voyageur FPSO in the Shelley Field Offshore Peterhead (UK). The 12 suction anchors, 14 meter in height, with a weight varying between the 120 and 140 tones and the 147 mm x 315 meter bottom chains where successfully installed within the desired tolerances in a water depth of ± 98 meter.
Client: Haakonsen Marine/VTT Marine
Operator: OilExcon/Sevan
- 2008 Marine Operations Manager during the ROV inspection of all moorings of the Berge Helene FPSO in the Chinguetti Field offshore Mauretania. This inspection includes the investigation on mooring line 1 which became slack.
Client: Haakonsen Marine
Operator: Woodside
- 2008 Marine Operations Manager/ Tow Master during the Hook-up of the Alima FPU in the Moho Bilondo Field offshore Congo at a Water depth of 650 meters, the Alima FPU has been hooked-up with in de designed tolerances.
Client: Haakonsen Marine/Doris Engineering
Operator: Total E&P Congo/Hyundai Heavy Industries



ALIMA FPU

- 2007 Marine Operations Manager during the mooring installation for the Moho Bilondo FPU Alima offshore Congo. The 12 suction anchors, chains and spiral strand wires where successfully installed within the desired tolerances on a water depth of ± 640 mtr.,
Client: Haakonsen Marine/Doris Engineering
Operator: Total E&P Congo/Hyundai Heavy Industries

2007

Towmaster during the Tow-out and Hook-up of the 273.000 ton Kikeh FPSO in the Kikeh Field located approximately 68 nm NW of the island Labuan (Sarawak, Borneo), in a water dept of 1360 meter.
Client: Single Buoy Moorings (SBM).
Operator: Murphy Oil.



KIKEH FPSO

2006/2007

Marine Operations Manager with the preparatory works for the Mooring Installation and Hook-up of the Moho Bilondo FPU, offshore Congo. The work includes the preparation of both, Installation and Hook-up Manuals.
Client: Haakonsen Marine/Doris Engineering.
Operator: Total E&P Congo/ Hyundai Heavy Industries

2006

Marine Operations Manager/Tow Master during the mooring installation for the Knock Taggart / Knock Adoon / SBM buoy in the Antan Field offshore Nigeria at a water depth of 43 meter. All works where completed with in the scope of work presented by Fred Olsen.
Client: Haakonsen Marine/Fred Olsen Marine Services (FROM).
Operator: Addax



KNOCK TAGGART



KNOCK ADOON

2006

Marine Operations Manager for the installation of the 12 upper chain segments belonging to the Marathon Alvheim FPSO mooring configuration.
Client: Haakonsen/Technip
Operator: Marathon

2005

Marine Operations Manager/Tow Master during the mooring installation and hook-up for the Berge Helene in the Chinguetti Field off the Mauritanian coast. The 9 suction anchors, chain, fiber rope and FPSO where successfully installed/hooked-up within the desired tolerances in a water depth of ± 700 mtr.
Client: Haakonsen Marine/Global Mooring Services AS.
Operator: Woodside.

- 2005 Marine Warranty Surveyor for the handling of Fiber Rope on board the Vidar Viking during the Transocean Artic rig move on the Norwegian continental shelf.
Client: Haakonsen Marine AS./Balmoral Norway
- 2005 Marine Warranty Surveyor for the handling of Fiber Rope on board the Maersk Achiever during the Transocean Artic rig move on the Norwegian continental shelf.
Client: Haakonsen Marine AS./Balmoral Norway
- 2005 Marine Warranty Surveyor for the handling of Fiber Rope on board the Maersk Asserter during the Transocean Searcher rig move on the Norwegian continental shelf.
Client: Haakonsen Marine AS./Balmoral Norway
- 2005 Marine Warranty Services for Global Maritime Norway during the Ekofisk 2/4 Topside Sailaway at Egersund Norway.
Client: Haakonsen Marine AS.
- 2005 Marine Warranty Surveyor for the handling of Fiber Rope on board the Normand Master during the rig move of the semi submergible drilling rig Transocean Searcher on the Norwegian continental shelf.
Client: Haakonsen Marine AS/ Balmoral Norway.
- 2005 Marine Operations Manager/Tow Master during the Mooring Installation and Hook-up of the FPSO “Jasmine Venture” in the Gulf of Thailand Block B5/27 for Smit Singapore. The Moorings and Hook-up where successfully executed within the designated tolerances. The work included the preparation of both, Installation and Hook-up Manuals.
Client: Smit Singapore Pte. Ltd.
Operator: Modec, Inc.



FPSO JASMINE VENTURE

2005

: Marine Surveyor during the load-out, lashing and securing of a Reactor transported from Dordrecht to the port of Coryton (United Kingdom).
Client: Con-Mar International Ltd.



REACTOR (300 ton)

2004

: Warranty Surveyor with Global Maritime during the transportation of the BP Shah Deniz TPG 500 Platform Hull Strips from Singapore to Baku, Azerbaijan.
The transportation comprehended the Load-on and Load-off on board the Heavy Lift vessel Mighty Servant 3 and the towage from Kerch (Ukraine) through the Sea of Azov via the Volga/Don River Canal/River to Baku (Azerbaijan).



MIGHTY SERVANT 3 LOADED WITH 4 HULL STRIPS

2004

: Marine Surveyor during the various load-outs, lashing and securing of cargo transported from Antwerp (Belgium) and Constanza (Romania) to the port of Baku (Azerbaijan).
Client: Global Maritime / British Petroleum.

2004

: Marine Surveyor during the various load-outs, lashing and securing of cargo transported from Antwerp (Belgium) to St. Petersburg and from there onwards to the port of Aktau (Ukraine).
Client: Global Maritime.



480 TON BULLET TANK

2003 : Prepare the study for the transportation of concrete tunnel elements from Antirion to Thessaloniki (Greece),
Client: Vinci Construction (France).

2003 : Marine Operations Manager for Doris Engineering during the Preparation face and Hook-up of the Farwah FPSO, installed successfully offshore Libya



FARWAH F.P.S.O

2003 : Marine Operations Manager for Doris Engineering during the (298 meter) offloading hose assembly for the Farwah FPSO at Malta.



298 METER OFFLOADING HOSE ASSEMBLY

2003 : Left the Smit Company, start-up C. Bakker International Marine. I have been employed with Smit Lloyd BV Rotterdam for the duration of 23 years, as Chief mate, Captain, Two-master, Marine Operational Manager and Project Manager.

2002 - 2003 : Marine Operation Manager for Smit Heavy Lift Europe, preparing the operational manuals for the load-out, transport and installation of 24 production modules on board both 365.000 tonnes “Barracuda” & “Cratinga” FPSO’s in Rio de Janeiro Brazil.
Client: Halliburton/Kellogg Brown & Root INC.

2000 - 2002

: Project Manager / Marine Operation Manager / Tow Master with Smit Maritime Contractors: The work consisted out, preparation of all operational procedures, dry dock tow-out, wet dock and final installation of four (4) 100.000 tons concrete Pier bases, with a draft of approximately 51 meter, in a water depth of approximately 63 meters, in the Corinthian Gulf. The installation of these Pier bases where carried out by winching tugs and a pull barge, within the tolerances of 10 cm and a heading control of plus or minus two (2) degrees, for the Kinopraxia Gefyra Bridge Project in Greece.
Client: Vinci Construction (France).



WET DOCK INSTALLATION M3 PYLON

1999 - 2000

: Marine Operation Manager/Tow Master for Smit Heavy Lift Europe during the load-out, transport and dry-docking of the jack-up rig “Noble Al White” (14.000 ton) on board the transport barge "Giant 4" from Europoort to Verolme Botlek at Rotterdam. (This included the preparation of the operational procedures for the above mentioned project).



NOBLE AL WHITE & GIANT 4

1999 : Towmaster during the tow-out and hook-up of the Balder FPU for Esso Norway. The Balder was successfully installed in the Balder Oil field Offshore Norway, in July- August 1999



BALDER FPU

1998 - 1999 : Marine Operation Manager/Tow Master with Smit Maritime Contractors for the (Bluewater) Bleo Holm Project, during the pre-installation of the 9 leg mooring system, tow-out and hook-up of the FPSO “Bleo Holm”.in the Ross & Parry field. The Ross & Parry field is located in Block 13/28 A and 13/29A of the UK sector of the North Sea in a waterdepth varying between approx. 96 - 118 m LAT. The above mentioned works also included the preparation of the operational procedures for the installation, tow-out and hook-up.

Client: Bluewater

1998 : Project Manager for the remedial work on the mooring legs of the FSO Madiela in the Tchatamba Field off Gabon (West Africa)

Client: MODEC (U.S.A.)

1998 : Towmaster during the hook-up on board the 365.000 ton FSO “Ta’kuntah” for the Cantarell Field development in the Gulf of Mexico.

Client : MODEC (U.S.A.)



FSO. TA’KUNTAH

1997 : Marine Superintendent for the preparations of the Smit Land & Marine (U.K.) Barge L.M. Balder.

1997 : Towmaster for the installation and tensioning of the 12 mooring legs, for the Madiela FSO in the Tchatamba field off Gabon (West Africa).

Client: MODEC (U.S.A.)



MADIELA F.S.O.

- 1997 Marine Operations Manager during the load-out of all bridge girders for the Storebælt Suspension bridge project at Denmark.
- 1997 Towmaster on the Glas Dowl tow-out/hook-up. Project involved tow out of Glas Dowl, a 242 m long 42 m wide FPSO from Tees offshore base to location with two tugs. Prior entering location two stern tugs were connected and the whole spread was moored in a pre laid mooring system. A fifth AHTS was utilised to pass on anchor chains to the FPSO. Installation was scheduled to last 6 days but completed in 4 days. Client: Bluewater
- 1990 – 1997 : Employed by Smit-Lloyd B.V. as Captain on board tug, anchor handling, supply vessels. Worked on all types of vessels supporting various drilling rigs and ships throughout the world (incl. 4000, 6000, 8000, 9000, 10000 BHP class), in rough weather areas such as the North Sea, Scotland, Norway, Ireland, Far East, Japan, South Korea, Brazil, Gulf of Mexico, South Africa and the People’s Republic of China. With extensive experience in towing/anchor handling/supply activities, also in deepwater areas.
- 1990 Towmaster during the Amposta Field Abandonment project, for Shell in Spain (December 1989).
- 1989 : Employed with Smit-Lloyd B.V. as Captain on board tug, anchor handling, supply vessels. Worked on all types of vessels supporting various drilling rigs and ships throughout the world (incl. 4000, 6000, 8000, 9000, 10000 BHP class).
- 1989 : Captain on board the Smit Lloyd 43 towing the S/S Allendale from Norfolk (Virginia USA) via Panama and Honolulu Hawaii to Kao-Hsiung (Taiwan) over a distance of 10769 nautical miles.
- 1988 – 1989 : Chief Officer on board the Smit-Lloyd 117 towing the container vessel Melbourne Range from Rotterdam (Netherlands) to Kao-Hsiung (Taiwan) over a distance of 13230 nautical miles.
- 1987 : Chief Officer on board the Smit-Lloyd 109 towing the 360.000 ton VLCC Energy Mobility from Manila Bay (Philippines) to Kao-Hsiung (Taiwan).

- 1986 : Chief Officer on board the Smit-Lloyd 109 towing two (2) Canadian Lakers from Quebec (Canada) through the Panama Canal via Honolulu Hawaii to Kao-Hsiung (Taiwan) over a distance of 12039 nautical miles.
- 1980 : Employed by Smit-Lloyd B.V. (04-08-1980) as Chief Officer on board tug, anchor handling, supply vessels. Worked on all types of vessels supporting various drilling rigs and ships throughout the world (incl. 4000, 6000, 8000, 9000, 10000 BHP class), in rough weather areas.
- 1978 – 1980 : **SPLIETHOFF**
- Employed by Spliethoff (Merchant Navy) as Second mate from 28-09-1978 till 03-05-1979 and as Chief mate from 03-05-1979 till 05-06-1980.
- 1968 – 1978 : **BEAM TRAWLERS**
- Worked during this period as fisherman in various ranks on board Dutch beam trawlers.