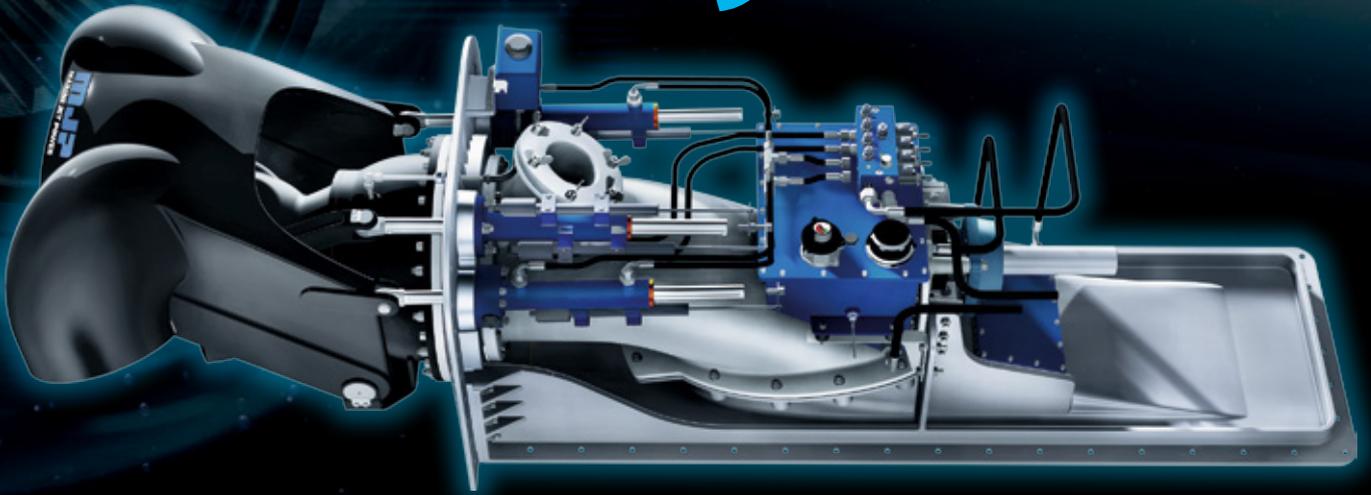


MJP NEWS

September 2014

A newsletter from Marine Jet Power

Introducing MJP Hybrid



**All new. With proven,
world-class technology!**

A force to trust

MJP
MARINE JET POWER

Introducing the all new MJP Hybrid

Marine Jet Power is proud to introduce a totally new product concept – optimized for high-speed applications and featuring a superior and well proven pump unit. The MJP Hybrid waterjet combines the very best characteristics of the revolutionary MJP DRB series with the highly respected MJP Ultrajet series.

We are proud and happy to launch our new Hybrid to the market and we strongly believe that the MJP Hybrid will be received with open arms. We have succeeded in developing a product with a unique combination of high performance and competitive pricing.

The idea to take the best from our DRB and Ultrajet series and make a Hybrid that is optimized for high-speed applications came soon after MJP's merger with Ultrajet. In our new Hybrid you can find almost every advantage from our existing world-renowned MJP products, yet it's available at an attractive price level. At the same time, we

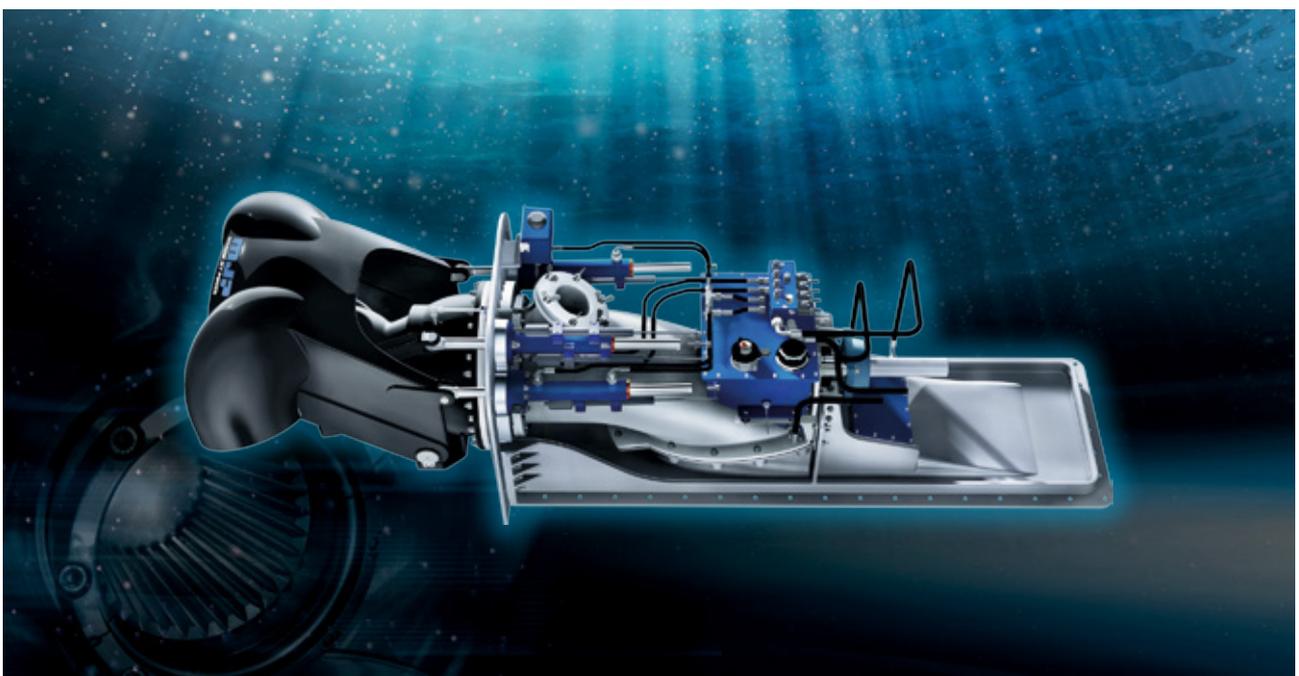
feel that with our new Hybrid we now offer the market a complete product range.

The concept originated with what we believe is the best duplex stainless steel jet pump on the market. It's been proven, over and over again, in our DRB products and shows superior wear strengths and performance, so we started building the new concept from there. Then we added mixed-flow technology with minimum tip clearance and inboard hydraulics mounted in an aluminum frame, and there it is – an attractive package suitable for all high-speed applications. We're very excited to show what the new MJP Hybrid is all about at exhibitions and to interested parties around the world, starting at SMM in Hamburg.

HANS ANDERSSON
Executive Vice President
Global Sales and Marketing



MJP HYBRID



MJP DRB series in Wind Farm Support vessels

The Wind Farm Support vessel “Cymyran Bay” has been in service in the Grimsby area on the east coast of the UK, and has met all the challenging expectations placed upon her. The owners, Turbine Transfers Limited, are also building a sister vessel named “Rhosneigr Bay” at Neptune Shipyards. She is expected to start operations by the end of this year.

Marine Jet Power MJP DRB series all stainless steel waterjets were chosen for this application, as special attention was put on high efficiency and low maintenance costs. An impressive speed of 27 knots has been reached.

This 25 m Extreme Semi-Swath design is equipped with the Turbine Access System (TAS). The system uniquely matches personnel transfer to the support vessel’s sea-keeping capability to offer significant improvements in safety and transfer ease, while also providing access during higher sea states. TAS dampens vessel motion through a roller system and active motion compensation of the gangway itself. This powerful combination maintains the gangway in a stable position relative to the offshore structure for the safe embarkation of personnel and equipment.



Turkish fireboat under construction

Courtesy of Loca Engineering



Loca Engineering in Tuzla, Turkey has a 15 m Rapid Response Fire/Rescue Boat under construction. The design has been prepared by Camarc in the UK.

- Twin MJP Ultrajet 410 waterjets will be powered by Caterpillar C18 engines through ZF gearboxes.
- Vessel speed will exceed 40 knots.
- Fire pump capacity is rated at 685 m³/h, with two manual and two remotely operated monitors.

Sea trials will take place during the spring of 2015.



Multi-purpose landing crafts

French builder, Chantier Naval Delavergne in Avrille, has delivered a series of 16 m landing craft for Peschaud & Cie International, who are specialists in offshore logistics under extreme conditions.

The design is very flexible to make the boats suitable for multi-purpose tasks. There are 30 easily removable seats giving space for cargo when necessary. The front gate allows vehicles to drive on board when the craft is beached. The propulsion arrangement is simplified to

achieve maximum reliability and efficiency. MJP Ultrajet 410 waterjets are coupled directly to Volvo Penta D13 diesel engines. The control system is hydro-mechanical.

Speeds of 35 knots have been attained, and the operators find the design, developed by HT2 Architecture Navale et Ingenierie Maritime, to be the most suitable for offshore operations and logistic support. The new owners are particularly pleased with the new vessels' low fuel consumption.

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