



Keplerstraat 22 1704 SJ Heerhugowaard
Tel 0031 640 177 323 www.windfallmarine.com
ron@jmce.nl maritime@jmce.nl

Curriculum Vitae Ron Jonker, born in Amsterdam on the 8th of October 1963.

Owner of JMCE bv, founded 2003. www.jmce.nl

JMCE Marine is specialized in marine projects, salvage, towing and offshore decommissioning

JMCE Mainteneers, our onshore based activity, is specialized in civil and industrial maintenance and decommissioning.

Experience summary:

After graduation from the Amsterdam nautical institute in 1982 (SKA, master mariner up to 75 meters) I've started sailing on seagoing tugs with Smit International. In 1986 I graduated for the specialized diploma SGS (master mariner all tugs) in 1986 (and S3 in the same year) at the nautical institute in Amsterdam.

Sailing experiences a.o. are tugs Witte Zee, Rode Zee, Smit Rotterdam, Smit New York, Smit London, ahts Smit Salvor, Smit Marlin, Smit Trinidad, SmitLloyd 33, offshore rigs Semi 1 en 2.

Tow outs/installations are a.o. Maersk Voyager, l'll d'Amsterdam, Ekofisk barrier, Hakuryu 9, Beaufort Sea 1, Tam Dao 1.

Ocean towages are a.o. Giant 4/Sagar Jyoti, World Enterprise, Faco, Exxon Seattle, Chemical Transporter.

Salvage jobs are a.o. Samudra Jyoti, Rhapsody, World Rainbow, Seawise Giant, Awaz, Rose (PG war).

Projects with Semi 1 and 2 are f.i. Ekofisc barrier, Piper Alpha.

MSC Napoli salvage port logistics manager.

In the period 1990-2003 I was employed first as Marine Cargo Surveyor by Saybolt.

After Saybolt I got the opportunity to switch to Mobil Oil Netherlands, involved initially as watch leader at the Amsterdam plant, after two years as Operations support Manager leading the design and rebuilding of the new plant layout in Amsterdam, engineering the upgrade of the shore tanks pipelines, the sea jetties from 600m³/h up to 2000m³/h and renewing the truck loading facility.

The year after Mobil Oil had sold their Amsterdam plant to BP oil I left the company to become plant and technical manager at the largest Amsterdam Harbour facility Eggerding & Co.



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In my new role I had to re-build the operational manpower structure and lead the whole plant to become a more versatile company to head the changing demands of their trade. It took 5 years to reach this goal after which I changed to the next interesting job I was asked to perform, building a new plant in Duiven, Holland, a green energy plant for Avira. In that time the sea got me in its spell again and soon after I started my own company in 2003, I was again involved in some offshore works leading to my involvement in the MSC Napoly salvage job, again with Smit. There I was the on shore manager handling all cargo that was salvaged from the casualty and the equipment and vessel movements in and out the harbour of Portland. That job involved a lot of time working with sometimes up to 12 surveyors who were representing all parties involved. The job also required extensive coordination with all authorities and close coordination with the SOSREP and his office.

After the Napoly I became part time involved in several offshore works for several clients as:

Engineer for a Jack up barge removal at the North Sea coast of Holland.

Engineer for the West Atlas casualty jack down/jack up.

Engineer for the design of a deepwater rig's anchor upgrade.

Maintenance partner for a chemical tanker.

Most of these, and the hereunder mentioned jobs, take several months or even years to get to a conclusion. For this reason I only did so much of these jobs a year, to be able to lead my shore based company also. Since 2014 I have transferred my involvement with the shore based operations to my brother, so I am now free to accept more jobs.

In the past I have worked for and with a lot of offshore companies, oil companies and salvage companies, surveyor companies and Marine Warranty companies. I am good at working with people, and am up to date with the paperwork involved and the software that goes with projects.

My track record is clear, I have never failed an offshore job before.

Latest experiences:

Salvage master and Towmaster for a UXO clearance project in the south of Iraq, maneuvering tug Challenger from Cranebarge Kanta, 2012,

Tow master and marine manager involved in the preparation and execution for the tow out of the Izmit caissons in 2013 and managing the delivery and acceptance of the ballast system, in the Marmara sea, maneuvering tugs Kurtarma 5, 8, 9 and 10, Turkey.



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Towmaster and placement within the 20/15cm precision mark of the same two caissons in 2014, maneuvering ahts Emre Omur, Vos Atlantico and tugs Kurtarma 9 and 10 from installation PSV Astrea.

Engineer for the Perenco well protection domes decommissioning in the North Sea, December 2014.

Towmaster for the floatover and installation on the jacket of the Heera HRD topside near Mumbai, including design and installation of the anchor spread and all related documents and equipment/vessel selection and mobilization, maneuvering ahts Smit Seraya, Smit Sentosa and tug Sulawesi from installation vessel Fjell, September 2014-January 2015.

Towmaster for the anchor handling, tow out and installation of the Malampaya DCP near Palawan, Philippines, involving all documentation preparation, project management, anchor spread design, vessel selection and vetting, mobilization, tow out and installation of the rig into the 70cm mark, maneuvering ahts Lewek Petrel, Lewek Emerald, Marty Quist Tide from leading tug William R Qroyle 2, March 2014-February 2015.

Towmaster for the yard preparations, the towout and installation of Dolwin B in its 2 meter seabed target position in the German Bight, North Sea, and the largest transformer station rig of its kind.

After Dolwin I went ahead with JMCE's initiative to be the first company providing a complete, accredited and certified AHTS course for existing crews. Crew certification is according DNVGL being ST 0027:2014-04 competence requirements related to anchor handling operations. Training certification will be according DNVGL ST 0008-2015-4 Learning Programs. Our portable bridge simulator holds a valid statement of compliance Bridge Operation Simulator with class notation: INTEGRATED SIMULATOR SYSTEM, NAUT-AW(SIM), DYNPOS, AUT(SIM), HSC, TUG, ICE, AHTS

Besides this, I am running the other businesses in the JMCE group, being Mainteneers: industrial maintenance engineering and MaintAssist: technical personnel, together with our Management Team.

Personal documents: valid medical, Bosiet, Huet, VAR.

With Regards,

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