Radiating experience

James Fisher Nuclear has been selected for the UK’s most prestigious national decommissioning challenge in a move which cements its central position in the industry

All eyes are on Winfrith’s Steam Generating Heavy Water Reactor (SGHWR) as being only the second nuclear power reactor core to be approved for decommissioning in the UK, and now the National Decommissioning Authority (NDA) has selected JFN to develop and deliver the technical solution to remotely segment and load its waste packages and safely package the reactor core.

This significant £60m new contract win for JFN represents one of the largest value decommissioning projects to have been granted in the UK in recent years. In the eyes of the industry, this firmly establishes JFN as the UK’s leading contractor in reactor decommissioning implementation.

The first such decommissioning project was at Sellafield – the Windscale Advanced Gas Cooled Reactor – a job completed in the late 1990s by British Nuclear Fuels Ltd in partnership with JFN, which supplied the remote tooling needed to segment it.

However, this new four-year contract is to design and produce the equipment needed to segment and package the redundant SGHWR core. It was won after a tough competitive tendering process.

JFN commercial director, Steve Tulk led the bid team (supported by JFN technical director, Geoff Ashworth and technical experts from JFN’s Malton office in Yorkshire) to fight off heavy competition continued on page 4
As reported in the last issue of Pelican, James Fisher’s subsea operations and engineering company, JFD, has won a £193m long-term contract from the Indian Navy for submarine rescue. This, coming on top of last year’s NATO submarine rescue system win, puts JFD in control of delivering submarine rescue services to six of the most advanced navies in the world.

The exciting new contract includes the design, build and supply of two complete submarine rescue systems to be situated on bases maintained on the east and west coasts of India. Both bases will have state-of-the-art rescue assets which will be operated by the Indian Navy, trained and supported by JFD maintenance and training staff as part of the deal which includes a 25 year all-inclusive annual maintenance contract.

‘Not only does this contract help to confirm JFD’s leadership in this elite niche market, but the long-term on-going service element allows JFD to share best practice, expertise and commonality of approaches which will benefit the entire global submarine community,’ says JFD’s commercial director, John Paul McCarroll.

The contract has been a long time coming, partly because the Indian Navy’s requirements changed as its navy grew and developed. John Paul explains: ‘JFD has bid for different elements of the work on three occasions over the last thirty years. It became a marathon process which required significant support from the James Fisher group, but the Indian Navy has been a strategic target which we have never lost sight of, and as James Fisher has expanded in recent years, our competitive edge has increased.’

The JFD lead team working with John Paul on the most recent bid, were Al Green, Ben Potter, Ben Sharples, Paul Chapman, and Robbie Gorman, all of whom have spent a significant amount of time and energy over the years to help ensure JFD’s success.

The process culminated in proposals being submitted in June 2012, JFD being selected as preferred bidder in July 2014, and the contract being finally signed earlier this year.

‘The decision to entrust JFD with the supply of two submarine rescue systems is testament to the breadth and depth of our engineering expertise, and the diligence with which our submarine escape and rescue teams deliver these services.’

Nick Henry, chief executive officer of JFS, adds, ‘As the global leader in submarine rescue services, James Fisher has been awarded the contract by demonstrating, through its work with the Royal Navy, the Australian Navy, the Singapore Navy and NSRS, a commitment to the safety of the global submarine community over many years. We look forward to working with the Indian Navy at the start of this long-term relationship.’

Topping the tidal charts

James Fisher Marine Services (JFMS), the world leader in tidal energy marine operations, has used its extensive subsea engineering expertise on a new contract - its first outside the UK.

Mojo Maritime, which comes under the JFMS umbrella, recently completed a project with French company, Sabella SAS, to successfully retrieve its D10 tidal turbine situated close to the island of Ushant in the English Channel (but in French waters). Mojo also designed and manufactured bespoke project-critical equipment to enable D10’s recovery as part of its complete project solution. Sabella commented on Mojo’s expertise in overcoming significant engineering and marine challenges throughout this complex project.

* More information in the next issue.
A double contract gives enhanced saturation diving system expertise to JFD

There was great excitement at JFD when the team won an exclusive partnership deal with Flash Tekk Engineering in Singapore to supply the life support systems for a new advanced range of Diving Support Vessels for Flash Tekk’s parent company Ultra Deep Solutions.

Since the last issue of Pelican the contract has been expanded to include four Self-Propelled Hyperbaric Lifeboats (SPHLs) for the first two of Ultra Deep Solutions’ new vessels.

In the past JFD has only provided equipment for these specialist lifeboats, but the combined contracts for life support systems as well as these complete SPHLs means JFD will be supplying a comprehensive support service to these new advanced diving vessels.

These contracts allow us to offer a new generation of advanced SPHLs to the commercial diving market, which will greatly improve the likelihood of the successful safe recovery and decompression of all divers evacuated from a vessel, should an emergency occur in diving operations,” says Giovanni Corbetta, JFD’s managing director.

JFD’s Divex branded hyperbaric chambers and life support equipment will be installed inside a lifeboat designed by Vanguard Composite Engineering, a specialist lifeboat manufacturer based in Singapore, with Vanguard supplying the launch and recovery systems. Giovanni adds: “We are proud to be developing this complete hyperbaric rescue service together with Vanguard - it means we will be able to work together in the future to supply other companies with a complete hyperbaric evacuation system like this.

A team of 20 technicians will be working on the SPHL project for JFD through to the end of 2019.

What is an SPHL and how does it work?

SPHLs are the emergency lifeboats installed on dive support vessels which accompany diving operations at sea where divers are installing, maintaining and repairing oil fields. Because they work at extreme depths (as much as 350 metres below sea level) the divers live in a pressurised state in hyperbaric chambers while they complete their work.

In the event of an emergency or illness, an SPHL can be called upon to evacuate the diver(s) and bring them safely to the shore or support vessel – still under pressure - where they can be transferred to an onshore decompression facility allowing them to be slowly decompressed back to surface pressure. This complex process can take up to one week to complete safely. The larger SPHLs are being designed to transfer up to 24 divers at a time inside a pressurised chamber in each of the lifeboats.

A team of 20 technicians will be working on the SPHL project for JFD through to the end of 2019.

Singapore sling

Comfort under pressure

Completion of cutting edge diving system consolidates JFD’s commanding presence in the saturation diving market

The saturation diving system JFD has been building for a new-build vessel in Norway, is nearing completion, with the project awaiting final approval.

The six living chambers and a 15m long Transfer Under Pressure unit form part of an exciting new 24-man saturation diving system (SDS) project put together at JFD’s facility at Inchinnan, Glasgow. The SDS is designed to allow divers to live at working depth, without decompressing between deep-sea dives, for increased periods during extended subsea construction projects.

The original contract was signed with specialist subsea engineering company Divex, which was merged with James Fisher Defence to form JFD. The team has been responsible for the engineering design, procurement, manufacture, supervision of installation and then commissioning of this system.

The twin-bell system, arguably the most sophisticated diving system in the world, is designed to work at 350m water depth, weighs about 800 tonnes and uses advanced control systems for optimum efficiency. The living areas of the pressurised chambers are fitted with soft furnishings, mood-lighting, Wi-Fi and TVs to make life as comfortable as possible for divers living in a small space (2.4m x 5m) for up to 28 days at a time. Providing a comfortable, quiet and safe environment for the divers, contributes greatly to diver health and efficiency.

It also sets the benchmark for future designs, as JFD programmes director, Bill Hives explains, ‘We have worked hard to develop a top-of-the-range saturation system utilising state-of-the-art technology and innovative design. It allows operators to continue working in sea states that would have previously seen the suspension of diving activities.’

Vanguard Composite Engineering, a specialist lifeboat manufacturer based in Singapore, with Vanguard supplying the launch and recovery systems.

Giovanni adds: ‘We are proud to be developing this complete hyperbaric rescue service together with Vanguard - it means we will be able to work together in the future to supply other companies with a complete hyperbaric evacuation system like this.

A team of 20 technicians will be working on the SPHL project for JFD through to the end of 2019.'
Winfrith’s radiating experience
continued from page 1

from a number of top European companies for the business.

With more than 20 other reactor cores in the UK still awaiting a decision on their decommissioning fate, this contract win illustrates market confidence in JFN to deliver the most economic and technically advantageous solutions for the nuclear industry in a safe, environmentally and socially responsible manner.

Paul Read, JFN’s managing director says, ‘this contract further heightens our profile, reflecting the team’s hard work to become a market leader and supplier of choice. It cements JFN’s position as an established nuclear industry supplier, well placed to support the NDA on a portfolio of further decommissioning contracts due in the forthcoming years.’

Although Winfrith’s reactor was shut down in 1980 and has been subjected to various de-fuelling and decommissioning operations since, JFN will now be preparing the cutting-up and packaging of the reactor core so the site can be returned to green field state.

The bulk of the core is categorised as ‘intermediate level waste’ which has to be handled remotely by machines, unlike ‘low level waste’ which can be handled by people wearing protective equipment. This makes it a technically challenging project.

Steve Tulk explains, ‘we have to design, build, install and commission equipment to be located over the reactor which is able to cut the reactor core up into small pieces and then place all of those pieces into waste packages to be filled up with a liquid cement so that the boxes can be sent to an intermediate level waste box store.’

JFN is renowned for developing practical solutions for technically challenging projects in hazardous environments, for example the adaptation of mini ROVs to survey and sort the contents of nuclear fuel storage ponds, and has an extensive record for providing bespoke remote handling systems.

The team will work closely with Magnox (the management and operations contractor with responsibility for 12 nuclear sites for the NDA) ensuring its engineers are trained to use the equipment and can safely take the reactor apart, with JFN on standby to provide any required technical advice and support.

Visionary acquisition

James Fisher has acquired Aberdeen based visual information specialist, Return To Scene Ltd. The company delivers three distinct services to a diverse range of clients in the oil, gas and security sectors worldwide. R2S Visual Asset Management (VAM) and R2S Forensic both utilise its award-winning R2S system with 360° photographic interface, while digital media services are delivered through its Max and Co brand.

Highly respected for its pioneering use of technology, the company uses spherical photography to capture, in detail, asset visualisations, and deliver dynamic asset management solutions across many applications and industries.

This could enable James Fisher companies to offer 360° photographic images as a significant enhancement to its acclaimed asset management systems such as BridgeWatch and OWMS.

Bob Donnelly, managing director of Return To Scene says, ‘we are delighted to be part of the James Fisher family. The uninterrupted provision of services to our clients is important and I’m confident we will continue to innovate and deliver efficiencies.’

360° photography in action
Lifting the weight of responsibility

Strainstall’s Container Weighing System is up and running at DP World terminals in time for the 1 July 2016 deadline

In the last issue of Pelican we reported that DP World Southhampton has purchased Strainstall’s Container Weighing System (CWS) with plans to get it installed onto existing container handling equipment at the port.

After months of engineering and production activity the team at Strainstall managed to get the systems installed and commissioned, as required, by the end of June in time for the International Marine Organisation (IMO)’s regulations to come into force.

Strainstall’s managing director, Simon Everett praised his team for the effort that has gone into supporting DP World through the installation process: ‘The team has been very busy over the past couple of months working hard to manufacture, install and commission the systems at Southampton to get the service implemented successfully,’ he says.

As project manager, Dan Cassell was charged with overseeing a large team of people, including the engineering and production team plus 20 specialists. In addition to this, Ben Gribble wrote the software and firmware for the system and electronic engineers Tin Aye and Awga Aung developed the electronics, with mechanical design masterminded by Russ Allen.

‘It’s been a large project with tight timescales and everyone played a key part in its success,’ explains Dan.

With the system up and running, DP World has been able to offer a container weighing service to customers at Southampton – whether they arrive by road or rail. Crucially, this is being offered as a ‘seamless service’ (at a minimal cost of £17.50 per container) which is fully integrated into normal transfer-to-vessel procedures.

This, says Simon, means the fully automated system works without any change to the processes and workings of the port. At DP World Southampton the system is fitted onto the straddle carriers meaning containers can be accurately weighed as part of the normal lifting cycle.

With the International Marine Organisation (IMO) ruling that every container must (by law) declare its weight before being boarded on to a vessel now in force, CWS is in hot demand.

Simon adds: ‘We are proud to be supplying our system to terminals in over 15 countries, from Chile to Hong Kong.’

What is CWS?

The system gives an accurate measurement of weight as the container is loaded onto the vessel, and is able to identify eccentrically loaded containers or loose loads within the container. This enables heavier containers to be loaded at the bottom of a ship (and distributed evenly) with the lighter containers above. It also, crucially, ensures that the handling of containers at sea complies with the new (as of 1 July 2016) SOLAS (safety of life at sea) regulations which have been set up to prevent disasters at sea which can be caused by mis-declared container weights.

Strainstall will also supply its DockAlert system which combines lasers, large digital displays and environmental sensors to very closely monitor the vessel docking at Pengerang’s largest berths. It allows engineers to monitor the speed of the largest vessels, assessing their distance from the jetty and providing a clear view of jetty conditions at the time of mooring to protect both vessels and jetty infrastructure.

‘This not only has significant implications for safety but also ensures the docking process of larger vessels adheres to stringent insurance and classification guidelines,’ says Jos.

Hooking up in Pengerang

Strainstall has won a contract to supply a critical mooring solution for an iconic Malaysian deepwater oil terminal

Having worked closely with the Pengerang oil terminal since construction of the first six jetties in 2012, the team at Strainstall was well placed to win the contract to supply sophisticated mooring hooks for phase two – the construction of 11 further jetties.

‘This new £2m contract is testament to the hard work the Strainstall team has already delivered in phase one of this project and also the close working relationship we have developed with the customer,’ explains project manager, Paul Downes.

‘As part of phase two we have already provided detailed consultation and advice on the mooring arrangements for the next 11 jetties to help establish where the hooks should be installed and the best orientation for mooring operations. This should ensure successful delivery and implementation,’ he adds.

Pengerang, created out of reclaimed land at the southern tip of Malaysia’s Johor peninsula, is the first deepwater terminal of its kind in Southeast Asia. Its main trestle extends 1.7km out into the sea, with a 1.1km outer arm housing six deepwater jetties where ships can load and unload their cargo. Sitting on major international shipping lanes connecting the Middle East and Asia it is designed to handle, store, blend and distribute crude oil and clean petroleum products.

Strainstall’s quick release mooring hooks (QRMH) which will be installed on the new jetties, have an innovative remote release function, differentiating them from competitors’ products. This means they provide safe mooring release even when there is an unsafe load on the line (which isn’t the case with classic bollards).

Strainstall’s business development manager Jos Lambrechts explains how this ensures safe operations: ‘Critical berths are equipped with quick release hooks that incorporate sensitive load pins which send accurate load information to the user via a visual display of load distribution.’

In addition to the mooring hooks, Strainstall will also supply its DockAlert system which combines lasers, large digital displays and environmental sensors to very closely monitor the vessel docking at Pengerang’s largest berths. It allows engineers to monitor the speed of the largest vessels, assessing their distance from the jetty and providing a clear view of jetty conditions at the time of mooring to protect both vessels and jetty infrastructure.

‘This not only has significant implications for safety but also ensures the docking process of larger vessels adheres to stringent insurance and classification guidelines,’ says Jos.
Tell us a bit about yourself

I was born and raised in Holland where I trained as a civil engineer. About six years ago I travelled to Mozambique hoping to find work there, and spent a few years moving from one project to another and I ended up working alongside Subtech. When that project finished I was asked if I wanted to set-up and run a Mozambique office for Subtech – I said yes, and I’ve been here for three years now. We have a team of about 20, mainly support staff, as well as our own highly skilled Mozambique dive team. It’s a beautiful place to live and I have set-up home here with my Dutch wife (who works as a medical doctor) and we have a 10 month old son.

What projects are you working on right now?

We have just completed a very exciting job, assisting with the mooring of a Karpower powership in Nacala Bay, Mozambique. Africa is growing fast and it is struggling to provide enough power through existing means (such as hydro-electric dams which put power supply at the mercy of droughts). However, Turkish company, Karpower has come up with a clever solution in the form of huge electricity-generating ships which can be moored off the coast. Their tankers house giant oil or gas-fired generators which can feed electricity directly shore into the national grid. Powerships (like the one above right) have the advantage over land-based power stations in that they are very quick to install (they can be up and running in a couple of months), they are flexible in terms of location, and they can be mobile if necessary.

What role did Subtech play?

We were originally called in by Karpower to conduct surveys of suitable locations for a powership that would be supplying power to Zambia through the Mozambican grid. Six months later they offered us the contract of helping to install the ship.

Our team was tasked with installing 13, 200m-long mooring lines made of super-strong chains (which weigh 100kg per metre - above right) secured to the seabed by 32, 15-tonne concrete anchor blocks grouped in clusters of four to form mooring points.

We used special vessels and specialised divers to secure the lines in the water. A great bit of ship-handling and sterling work from the divers saw the job completed in just two weeks, and delivered on time.

What other projects have you been involved with?

Although the Subtech HQ is in Durban, we have operational bases in Walvis Bay, Cape Town, Maputo, Beira, Nacala, Pemba, and Dar es Salaam which means we can offer world-class marine services both above and below the surface. Much of our specialised work lately has been with salvage – pulling massive vessels off the beach in the middle of nowhere. Now that we are part of the much larger James Fisher group we have the investment and the industry contacts we need to pursue larger opportunities and contracts. For example, Subtech recently teamed up with leading international emergency response and wreck removal specialist, Ardent, to form a new joint venture company called Ardent Subtech. The team tackles marine emergency response, emergency preparedness and training, wreck removal, offshore decommissioning and marine project operations over more than 8000nm off the coastline of Sub-Saharan Africa. It means we can combine Ardent’s international network and broad range of salvage skills with our current hold on marine emergency response throughout the region.

What does the future hold?

Engineers recently discovered a huge source of natural gas in Mozambique, and everyone is waiting with baited breath for negotiations with the Government to be completed so construction plans can be finalised. The oil and gas industry over here is very exciting, but it is also a very challenging environment. For this reason we are continuing to diversify our capabilities to encompass the wider marine industry such as diving, salvage and surveying, as well as being the shop front for all of James Fisher’s services here in Africa.

We did a great job for Karpower and there is talk of the company installing five more powerships on the east and west coasts of Africa. That’s something we’d very much like to be involved with!
Marine renewable energy expertise

As an industry leader in tidal and wave energy installation, James Fisher Marine Services has been chosen to work on a cable installation project for Wave Hub in Cornwall.

Hot on the heels of its success with MeyGen in Scotland, the team at James Fisher Marine Services (JFMS) is thrilled to have landed another significant tidal energy installation project.

Wave Hub is the world’s largest and most technologically advanced site for the testing and development of offshore renewable energy which aims to accelerate and support the development of offshore renewable energy technology.

The contract includes the installation of four cable tail extensions set-up to transport power from wave energy devices linked to the Wave Hub, to the main export cable which goes ashore. Work began in May with the mobilisation of a specially chosen offshore construction vessel (right) to Falmouth, and the transpooling of 7km of cabling on to installation reels at A&P docks in Falmouth.

The team has been tasked with transpooling the cables from the client supplied storage reels onto specifically designed offshore installation reels. The cables will then be connected to the Wave Hub (effectively a giant underwater electrical junction box), and secured to the seabed with rock bags hoisted via an in-house hydraulic lifting beam. A survey vessel will be mobilised to conduct a post-lay cable survey to prove they are fit for purpose.

This is the first time JFMS has deployed its new in-house survey equipment which uses 3D sonar on an ROV to analyse the cable touch down to make sure it’s been laid correctly,’ explains JFMS’s bid manager, Lucas Lowe-Houghton. ‘We used further 3D laying software to predict the dynamic movements of the cable during the lay to ensure design parameters were preserved.’

‘This is another multi-million pound project which places us at the centre of the wave and tidal industry in the UK’

Lucas Lowe-Houghton
JFMS’s bid manager

Mojo’s pioneering marine project planning system, Mermaid, was crucial to the win. It enabled the team to provide accurate data to support the costing model and duration of the project - giving a significant advantage.

Sister company, JF Offshore will also be involved in the project, supplying back deck equipment to support installation operations.

Clearing the seas of unexploded wartime debris

James Fisher’s bomb disposal expertise is once more in demand at wind farms off the coast of Germany

James Fisher Subsea has been at work off the coast of Germany helping to clear unexploded ordnance (UXOs) from the site of the proposed Nordergrunde wind farm.

The contract, with German wind farm developer, wpd, required the JF Subsea team to locate, excavate, and identify targets so any unexploded devices could be safely detonated by German authorities.

Although the team is hugely experienced in this field, the job posed technical complications because the shallow water around the Nordergrunde site is tidal and can be rough meaning the teams had to work in zero visibility. Two vessels were deployed, both with ROV teams onboard. Specialist divers were used by day and ROVs worked at night to speed the clearance process.

Bob Macmillan, technical diving director at JF Subsea says, ‘although much of the ordnance we retrieved turned out to be normal debris (such as anchors, chains and wires), the area is littered with UXO’s (shells and grenades from both world wars) and our search identified 37 positive targets - some with multiple devices.’

UXOs deemed safe to move were cleaned and identified then returned to the seabed for ‘wet storage’. They could then be picked up later and transported to a designated sandbank which dries out at low water so they could be disposed of by officials. Provision for any deemed unsafe was to attach them to a large airbag and tow them (by aluminium vessel ‘Fast Fisher’) to a safe spot for controlled detonation.

Bob adds, ‘many wind farms in this area face these UXO problems, and the additional experience we are getting with this contract puts us in a great position to tender for more contracts of a similar nature in the future.’
**Future stars**

Subtech is funding the maritime education of three students in South Africa

Three 17-year-old maritime students from the Lawhill Maritime Centre, at Simonstown School in South Africa, have been awarded a bursary by Subtech, to cover their school and hostel fees for the 2016 academic year.

This means the aspiring workers are set to continue with their maritime studies - a move which puts them in a strong position as potential future employees of the shipping industry.

Lawhill's maritime programme (one of a very few industry-backed educational initiatives in the area) is aimed at stimulating maritime awareness among young people predominantly from poor homes in the area, and it relies on bursaries from the maritime and related industries to support the students and fund their continued education.

The aim is to attract young people to the shipping industry and to provide high quality, skilled and knowledgeable employees. This year's trio are thrilled. They are (left) Gershwyn Poole whose vision is to 'work in the maritime industry - at sea', (middle) Siyamtanda Vuyelwa who says she aims to ‘make waves in the maritime industry’ and (right) Phaphama Kepu who says he is aiming to become a second mate on one of the biggest container ships within the next five years.

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**E.ON awards pontoon deal**

James Fisher is expanding its renewables capability by joining the teams constructing the new Rampion offshore wind farm off the south coast of England

James Fisher Marine Services (JFMS) won the contract with E.ON for the design, manufacture, installation and maintenance of a pontoon which will allow construction workers and technicians to more efficiently board the crew transfer vessels (CTV) taking them out to the Rampion offshore site.

The floating platform will be attached by chains to the dockside at Newhaven and fitted with special runners allowing it to accommodate the rise and fall of the tide, with minimal impact on the berthing and unberthing of the CTVs. This means it can act as a ‘buffer’ between the dock and vessels, simplifying and speeding up CTV transfers and boosting efficiency by doing away with the need to change mooring lines and adjust gangways to accommodate the tide.

This highlights James Fisher's position as the ‘go to’ marine service provider for renewable contractors, and marks a first step in being a single-source supplier for Rampion.

The JFMS team worked closely with sister company Mojo Maritime on design, delivery and installation. Throughout the consultation period every effort was made to minimise costs, as Nigel Furneaux, Mojo's project manager explains: ‘We recommended moving the boarding point of the pontoon to a slightly different position on site, to minimise the routing of electrical services and this small change is expected to save quite a lot of money.’

Rampion is so pleased with the design work completed for the first 60m pontoon section, that it has extended the contract for a further 60m. The short-term seven week charter of a 26m guard vessel has also been significantly extended into the summer.

Although the pontoon is rented to Rampion for an initial period of 13 months (in fact it is designed to last 20 years) JFMS’s involvement on the overall Rampion project has the potential to expand, and discussions are in place with E.ON about the possibility of supplying further integrated marine solutions.

The Rampion project, 13km off the Sussex coast, which is being developed by E.ON, the UK Green Investment Bank and the Canadian energy company, Enbridge, is due to be completed in 2018.

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**New alliance: hands under the sea**

James Fisher Offshore has formed a new partnership with a specialist equipment company, Aquatic Engineering and Construction Ltd to form a single source supplier to the oil, gas, telecommunications and renewable energy industries.

The partnership means the two companies, both specialists in offshore equipment and flex-lay solutions, can now act as a more streamlined single source supplier. In fact, the Aquatic–JFO Alliance has already gained its first global collaboration project working for Ocean Installer in ultra-deepwater in the Gulf of Mexico.

The alliance also led to JFO supplying a 20-tonne abandon and recovery winch to Bibby Offshore to support its subsea infrastructure project in the North Sea as part of BP’s $1 billion Eastern Trough Area Project life extension plans.

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**Hello sailors!**

James Fisher sailed ahead at Renewable UK’s annual regatta. The popular annual customer networking event saw invited guests, RWE, Tidal Energy, Focus3, Proeon and Seabrokers race around the Solent in friendly competition. The James Fisher sailing team were thrilled to come in first, and a second JFS yacht, Mojo, finished a commendable third in the eight yacht race.