

Pelican



Summer 2012

Offshore wind safety

Two James Fisher companies have teamed up with Maritime International to produce two new exciting products that are designed to assist in the safe transfer of personnel to and from offshore wind farm installations.

There can be little doubt that the offshore wind sector is enjoying a period of unprecedented expansion. Within UK coastal waters alone, installed capacity is likely to expand between five and six-fold from its current operational level of 1,858 MW in the coming years. All of this brings an increasingly pressing need for the safe transfer of personnel and equipment between support vessels and turbines, both during the construction and commissioning phase as well as for on-going maintenance throughout the operational life of each offshore wind farm.

To help meet this requirement, the new "Eco Fender" product has been designed in partnership with Maritime International to substantially increase the grip levels between the vessel bow fender and turbine fender tubes, allowing a more stable platform and thus enhancing crew safety during transfers. All Eco Fenders are made using recycled truck tyres, giving high levels of friction, durability and quantifiable performance improvements, while also underscoring the product's environmental credentials.

Accurate monitoring

In parallel with the application of this advanced

"The combination of the Eco Fender product and the Strainstall VMMS offers the prospect of making a significant positive contribution to the safety of personnel that stands to transform the offshore wind industry"

Tim Smith, Fendercare Marine

fendering product, the Strainstall Marine vessel motion monitoring system (VMMS) provides accurate motion monitoring when operating wind turbine transfer boats offshore. Vessel motion is the main safety consideration when transferring personnel to and from offshore turbines, and the Strainstall VMMS can thus significantly reduce accident risk at these critical times by giving vital motion information to the vessel master.

"The transfer of personnel and equipment between support vessels and offshore wind

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We are always looking for ways to improve the newsletter, so if you have any comments or suggestions or would like to contribute to the next edition, please email Oscar Myint at pelican@james-fisher.com

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Marine Services

MT Cumbrian Fisher heads for the Falklands

Under contract to the UK Ministry of Defence (MoD) the MT Cumbrian Fisher, one of James Fisher Everard's 18-strong fleet of double-hulled tankers, is en route to the Falkland Islands with a cargo of diesel and jet kerosene.



James Fisher Everard (JFE) is a logistics partner to the major global fuel suppliers operating in Europe. Every day of the year, the company safely transports hydrocarbon fuels from refineries and terminals to European towns and cities – vital energy that heats everything from homes and offices to schools and hospitals, and keeps the economy moving.

JFE's fleet of 18 double-hull tankers is young, technically sophisticated and well managed, operating to the highest standards of safety and reliability. It also boasts very strong green credentials, operating state-of-the-art diesel-electric hybrid propulsion systems that minimize greenhouse gas emissions and reduce other airborne pollutants such as NOx and SOx.

Owning and operating ships is a high fixed cost business and it is vital to maintain full vessel utilization to support this significant investment. During the summer months in Europe, as average temperatures rise and schools close and families take holidays, the demand for fuel weakens and this in turn increases the idle time across the fleet. During May 2012 the MoD invited offers for the transportation of diesel and

Crossing the equator – a new experience for some crew members



As cadets in the JFE coastal fleet, it was perhaps unsurprising that Lewis Williams, Sophia Walker and Patryk Ciesielczyk had not previously crossed the equator by ship. A tradition that extends back to the earliest days of the Royal Navy and merchant fleets worldwide, equator crossing ceremonies are still held to this day for crew during their first passage between the northern and southern hemispheres. Known as 'crossing the line' in

the US Navy, a common theme of this rite of passage is the presence of an experienced crew member taking the role of Neptune who will task the novices with challenges that they must complete in order for them to become fully-fledged seafarers.

As the MT Cumbrian Fisher crossed the equator its three cadets were shown a plank extended over the side. Blindfolded and sufficiently disoriented they were asked to walk to the end and back without falling – the blindfold of course concealing the fact that the actual plank they walk is firmly and safely fixed to the deck!

Carried out in the best of humour, such ceremonies provide a brief entertainment for the crew on what is otherwise an uneventful part of their journey – much welcome relaxation downtime on an otherwise very long professional assignment.

jet kerosene from the UK to the Falklands. This voyage would stretch across the quiet mid-summer period in Europe and so JFE was quick to respond and was awarded the contract.

A typical UK or Irish coastal voyage for JFE lasts just 3 days so this 2 month round trip from June to August represents a very new challenge with many safety and operational factors to consider, all of which had to be carefully planned for before the voyage could be confirmed.

The MT Cumbrian Fisher arrived on time

and ready to load at Killingholme, near Hull, on 20th June 2012 before commencing its journey to Port Stanley. The JFE fleet is managed by James Fisher Shipping Services in Barrow, whose responsiveness and flexibility was crucial to being able to complete due diligence and rapidly make an offer for this business. It is also a tribute to the quality, experience and also to the flexibility of JFE's Masters and crew that this valuable commercial opportunity was successfully realized. ■

JFE's fleet of 18 double-hull tankers is young, technically sophisticated and well managed, operating to the highest standards of safety and reliability. It also has very strong green credentials, operating state-of-the-art diesel-electric hybrid propulsion systems

Inspection & Monitoring

Protecting an important Qatari heritage building

New contract will see Strainstall Middle East provide crucial monitoring of the structure of the Amiri Palace during works to construct the new National Museum of Qatar.



The structure of the Amiri Palace (left) is being monitored for its protection during the construction of the new National Museum of Qatar (right)

The Qatar National Museum opened in 1975 in a restored palace originally built in the early 20th century by Sheikh Abdullah bin Jassim Al-Thani. This palace served as his family residence and the seat of government for approximately 25 years. The building has long been celebrated and in 1980 it received the Agha Khan award for restoration and rehabilitation of Islamic architecture.

This important part of Qatari national heritage is now to become a central focus at the heart of the new National Museum of Qatar. An extremely bold design by eminent architect Jean Nouvel, the concept of the new National Museum of Qatar is inspired by the desert sand rose and grows organically around the former palace. This unprecedented 21st century institution – scheduled to open in late 2014 – will celebrate

the culture, heritage and future of Qatar and its people, reflecting a new era in Qatari prosperity, the country's prominent role in the Arabian Gulf community and its world standing.

With the construction of such a large new building in its immediate vicinity, it is essential that the structure of the Amiri Palace is monitored closely as the work progresses. For this reason the construction project main contractor, Hyundai Engineering and Construction, has placed a contract with Strainstall that will see the James Fisher subsidiary carry out this crucial monitoring function.

"Given the important heritage status of the old palace and the fact that it is planned to become a central focus for the new museum, the main contractor has placed an order with us for full-time on-site assistance for

a minimum of 12 months with a possible extension of a further year," explained Dr Mike Shaw, Strainstall Middle East's manager. "Our work on this site is primarily focused on vibration monitoring of the structure, with movement monitoring of the structure and adjacent features by conventional surveying techniques. Monitoring response times are further improved by the use of site based alarm systems and SMS messaging that will mitigate the risk of damage to the old palace due to construction activities."

The confirmation of this order to provide crucial monitoring of such a culturally significant building underscores Strainstall's commitment to developing its business in Qatar, where the company expects to establish an office to promote and facilitate future business in the country. ■

Inspection and Monitoring

ROVs help nuclear decommissioning

First Generation
Magnox Storage Pond

Fifty-six years after the opening of Calder Hall, the world's first nuclear plant to generate electrical power on an industrial scale, James Fisher Nuclear is helping Sellafield Ltd and the Nuclear Decommissioning Authority to investigate the first generation Magnox fuel storage pond with a view to its eventual decommissioning.

The first generation Magnox storage pond (FGMSP) was constructed in the 1950s at the Sellafield site in Cumbria, UK, to store, cool and prepare Magnox fuel for reprocessing. During its 26 years in operation, the facility processed fuel from both the UK's Magnox reactors as well as those from similar power stations in Italy and Japan.

Since 1992, considerable work has been carried out to improve the condition of the building, including removing redundant facilities in order to allow the safe retrieval of the nuclear materials stored in the pond. The pond holds some 14,000 cubic metres of contaminated water where the spent Magnox fuel is stored together with radioactive sludges, miscellaneous nuclear wastes and skips. The plan is to progressively retrieve and treat the facility's radiological inventory, first reducing the on-going risk posed by its storage and then the inherent hazard posed by the materials.

Based just six miles from Sellafield at Egremont, James Fisher Nuclear's Remote Operated Vehicle (ROV) development team has been supporting this project by developing and deploying mini submarines to survey the contents of one of the historic fuel storage ponds.

Two underwater vehicles have been deployed by the team which have enabled the team to access, video and map the contents of the 1,200 plus storage skips in the pond. This has provided valuable data about not only the skips contents, but their position and condition. Two of the biggest challenges for the team were the lack of detailed knowledge of the inventory in the aging facility and the difficulty

in cross-referencing inventory to the existing databases.

Initial work was carried out using a 'Seaker®' ROV. While this vehicle was successfully able to map large areas of the pond, its comparatively large size restricted it from accessing many of the lower stacked skips. To overcome this obstacle, the team carried out an extensive market research into the mini-ROV market, and selected the 'Videoray mini-ROV' due to its robust design, ease of use and excellent track record in the nuclear industry. Next, the James Fisher Nuclear R&D team set about developing special tools to assist with the FGMSP surveys, including a boom camera with variable light brightness control, and a fail-safe manipulator. These tools and the smaller size of ROV have proved invaluable in surveying otherwise inaccessible areas of the ponds.

A bespoke skid was designed with a hydraulically-driven manipulator arm and power pack. After intensive trials and training at the JFN rig hall in Egremont and at Barrow docks, this was deployed in the FGMSP to pick up the loose fuel elements and place them into one of the skips. The success of this work paves the way for further recovery efforts to repack fuel skips and enable their removal from the pond.

"The ROV project has been incredibly successful," said Phil Toomey, technical manager, Sellafield Ltd. "When we started, we were told by contacts in the oil industry that it wasn't possible to make a ROV so adaptable – that it couldn't be done!"

"One of the greatest challenges for decommissioning at Sellafield has always been



"One of the greatest challenges for decommissioning at Sellafield has always been the unknown. This project has made a significant step towards removing that unknown from the FGMSP"

Jim French, executive director decommissioning, Sellafield Ltd

the unknown," added Jim French, executive director – decommissioning, Sellafield Ltd. "This project has made a significant step towards removing that unknown from the FGMSP and to have this level of detail about the contents of the pond and their condition means we are now in a strong position to start and attack the retrievals programme with vigour."

The supplier team on this project was Rovtech Systems Ltd who designed and manufactured the Seaker® to a JFN specification; Hydrolek, supplier of industry-standard off-shore manipulators; Atlantus Marine, the UK distributor of VideoRay submersible ROVs and MTCS Ltd, an independent accredited ROV training supplier. The project and its success is a powerful demonstration of the ability of James Fisher Nuclear to work with leading partners to take on some of the toughest challenges of nuclear decommissioning. ■

Inspection and Monitoring

Olympic success

James Fisher Inspection and Measurement services (JFIMS) have successfully delivered radiological detection monitors to the Olympic Delivery Authority. "The programme delivery schedule was challenging" commented Dave Brown, JFIMS Project Manager. "It

was made more difficult still by extremes of temperature and one of the wettest summers in recent years. However, despite all our difficulties, we have successfully completed all delivery and installation work on budget and in time for the games."

Rob Watson, JFIMS Services Manager

commented "It was a terrific team performance. The on-site installation team was backed up by projects and logistics support. We also made extensive use of our Deeside calibration facility to test and prove all of the instrumentation before it was shipped to site". ■

Mooring & Fendering

Providing support to Shell's FLNG Prelude

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Shell's floating liquefied natural gas facility (FLNG)

Shell is to build the world's first floating liquefied natural gas facility (FLNG), holding the potential to unlock vital energy resources offshore, without the need to lay pipelines and build processing plants on land – and Fendercare has been awarded a contract to supply much needed mooring and monitoring equipment for this important new vessel.

The FLNG facility is an ambitious and highly innovative development on the part of Shell, which will build upon the company's pioneering experience in the liquefied natural gas sector, helping to open up new natural gas fields at sea that are currently considered too costly or challenging to develop.

The first site to use FLNG will be Shell's Prelude gas field, 200 kilometres off Australia's north-west coast. Shell has progressed the Prelude FLNG project at rapid pace, with first



production of LNG expected just ten years after the gas was discovered. Once complete, the facility will have decks measuring 488 by 74 metres, the length of more than four soccer fields. Fully ballasted it will weigh roughly six times as much as the largest aircraft carrier.

Supporting this important Shell project, Fendercare Marine has been awarded a contract to supply the crucial fenders, fender davits, quick release hooks and mooring monitoring systems required by the FLNG Prelude. "The award of this contract demonstrates our ability to provide solutions to projects at the forefront of the FLNG industry," commented Phil Shaw, Fendercare Marine Sales Manager. "It also further underscores the growing position of Fendercare as one of the world's leading marine product and service providers."

Once operational, the Prelude FLNG facility will produce at least 5.3 million tonnes per annum (mtpa) of liquids: 3.6 mtpa of LNG, 1.3 mtpa of condensate (equivalent to 35,000 bbl/d) and 0.4 mtpa of LPG, helping to meet the growing natural gas demand of Asia. ■

Freedom of the City for Captain Rod



Congratulations are due to Captain Rod McDonald, Fleet Inspector (Marine), of James Fisher Shipping Services who in a ceremony at London's Guildhall, was admitted to the Freedom of the City as a Freeman of the Honourable Company of Master Mariners. The granting of the freedom of the City of London is one of the oldest surviving traditional ceremonies still in existence in the City. The medieval term 'freeman' meant someone who was not the property of a feudal lord but enjoyed privileges such as the right to earn money or own land.

In further ceremony, Rod was also awarded the Merchant Navy Medal by Admiral the Right Honourable Lord West of Spithead GCB DSC PC ADC for services to ship safety management and the Merchant Navy Association in South Wales.

Fundraising torchbearer

Congratulations are due to Paul Rowlands of the Fendercare Marine marketing team who was selected to be an official Olympic Torchbearer on 4th July. Paul carried the torch through Fakenham, Norfolk and was nominated for helping to raise almost £50,000 for charity in memory of his daughter Alice. It's an amazing achievement, and a great recognition of Paul's work.





Subsea

Submarine rescue exercise success

In May and June James Fisher Defence took part in Black Carillon, a Royal Australian Navy exercise to test its systems for the safe evacuation of a stranded submarine.

The submarine rescue capability of the Royal Australian Navy is provided by James Fisher Defence in the form of the James Fisher Submarine Rescue Service. For the exercise, five distinct phases were to be tested, comprising mobilisation, system handover, workup, exercise and demobilisation.

During the mobilisation phase James Fisher Submarine Rescue Service (JFSRS) transferred the rescue suite and associated systems from Henderson to the Defence Maritime Services (DMS) vessel Seahorse Standard (SHS). This was conducted at the Common User Facility at Henderson instead

of at the HMAS Stirling naval base (Fleet Base West) in order to test the system's ability to deploy from a commercial sea port. Initial workup was conducted together with navy personnel, in nearby Cockburn Sound. Both the LR5 manned submersible and the Scorpio 45 Remotely Operated Vehicle (ROV) were launched and recovered in approximately 20m of water in order to check the system functionality and the capability of deck teams in a sheltered environment.

The main part of the exercise took place at sea in the Western Australia Exercise Area. Here, Collins class submarine HMAS Waller was bottomed to simulate a submarine that had suffered a catastrophic event and was unable to reach the surface. The ROV was used to conduct a hull survey and ensure the escape tower upper hatch and surrounding area were undamaged and free from obstructions. If required, the ROV is equipped with two manipulators, one of which has a cutter and could remove obstructions from the submarine. The LR5 submersible was then launched to conduct rescue operations.

In total the LR5 successfully transferred 44 people and spent over 23 hours submerged. A casualty evacuation exercise was conducted where a medical team was inserted into Waller and an immobile patient was stabilised and removed from the submarine to the surface. Continuous cycles of the LR5 were conducted in order to obtain an indicative time for the rescue of an entire submarine crew. The exercise was seen as a great success by all involved, with all key objectives met or exceeded. The rescue system proved it was more than capable of rescuing an entire Collins class complement and further demonstrates James Fisher Defence's capability in the crucial area of submarine rescue. ■

A DAY IN THE LIFE...

Claire Hudson

Fendercare group marketing manager



Describe a typical day at Fendercare Marine.

Every day is different, with new marketing requirements and initiatives. We have regular team planning meetings to discuss events such as exhibitions, conferences and roadshows, and other marketing projects. At the end of May I recruited two new faces to the team, so training is also built in to my current routine.

Recently I have been streamlining our existing website, making it easier for clients to navigate, and preparing for its transfer to a new provider.

I am now in the process of producing various different product and service videos; one upcoming project is a film illustrating

Fendercare Marine's complete capabilities, for use at events and with clients.

Tell us about your career at Fendercare Marine.

I started working at Fendercare in August 2004 as a Business Development Assistant. In 2005, I was promoted to Project Manager in a Business Development capacity, with the main focus on identifying potential new business in Europe and Scandinavia.

In 2006 I married a farmer and fell pregnant quickly – 3 times in total! – and it wasn't until 2010 that I came back to work, two days a week. At the beginning of this year I was promoted to Fendercare Group Marketing Manager, in charge of a team of five at Seething

and with overall responsibility for Fendercare's global marketing strategy. From September I will move back to full-time working. I am very excited about being a part of this fast-paced and successful company.

What do you enjoy about working for Fendercare Marine?

The variety of work. I get involved in all aspects of marketing, and I have a truly brilliant team who all pull together, so coming to work is something that I look forward to.

What are your interests outside work?

We hold various events on our farm, including lambing mornings and harvest talks. I help out on the farm as much as I can, and am a keen shepherdess during lambing – I'm not afraid to get my hands dirty!

I am also chair of the pre-school that my sons and daughter have attended, so am actively involved in fundraising. And recently I agreed to buying a tent to use at the weekends and in school holidays – something that people who know me well may be surprised to learn!

Offshore support

New product addresses key safety issue for oil & gas drilling

Scan Tech AS 'Weak Link Bails' – an innovation that has been proven in North Sea operations and has wide applicability to improve the safety of drilling operations throughout the international oil and gas sector – is now available throughout the James Fisher group.

Wweak Link Bails are used to prevent serious incidents resulting from compensator failure, which can lead to damage or even destruction of derricks and rigs. Working as the weakest link in the system, it provides a mechanism for a controlled break in the drill string before any permanent equipment is damaged. In doing so it acts both to protect the health and safety of the installation's operatives as well as its high capital value equipment.

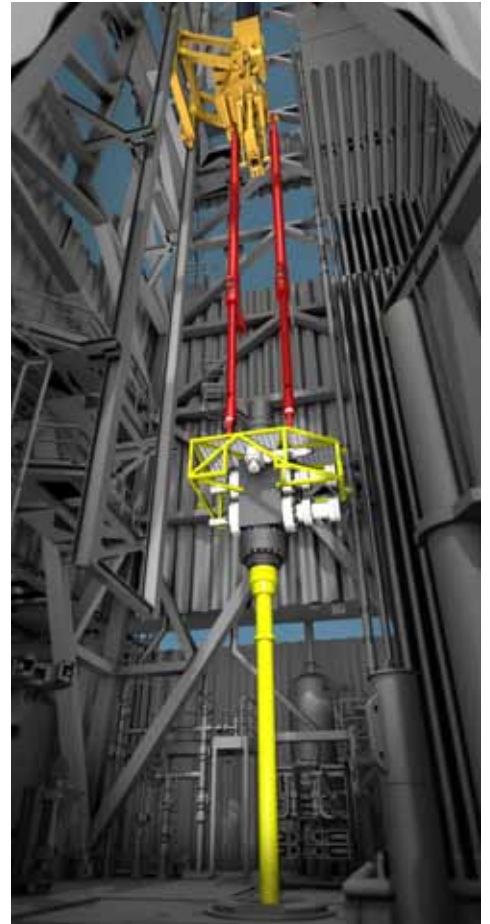
Many companies in the oil and gas sector are struggling to comply with the ISO 136628-7 (Petroleum and natural gas industries – Design and operation of subsea production systems – Part 7: Completion/ workover riser systems) requirement that a weak link should be introduced in drilling rigs to counter the effects of compensator lockup, drift-off, or the consequences of operator error. The new Weak Link Bails provide a ready-made and robust solution that meets this requirement and improves safety. The bail's arms are designed to break at a set load, and once the event is over, the bails can be reset easily using the hydraulic controls provided and without risk of hydrocarbon spillage. As a top side solution this can also be achieved without the requirement for expensive diving or ROV operations.

Scan Tech Weak Link Bails have been

used extensively in the North Sea and are manufactured under extremely strict quality control to ensure that when necessary, they will operate exactly as required. They are now being made available worldwide as a product through the James Fisher & Sons group.

Rita Painter, who has recently joined James Fisher and Sons plc, will take responsibility for the promotion and sales of the Weak Link Bails product. A metallurgist who has spent most of her career to date in the mechanical engineering industries, she joins James Fisher from Centek Ltd, where she spent a number of years in technical sales to the oil and gas sector, working in Latin America, central Asia, India and Europe. "I am extremely pleased to take on this new role for James Fisher and Sons plc," commented Rita. "The Weak Link Bails system is an important technology that will improve drilling operations HS&E .

"For operations within the oil and gas sector this product has wide applicability across the James Fisher Group's customer base. With Fisher's clear focus on bringing innovation from specialist subsidiaries to a wider market place by utilizing the wider James Fisher group, this new product demonstrates our commitment to maximizing the synergies available to the company as it grows, bringing excellent products to market on a global basis." ■



Safety & Control Systems

New 'Prolec Machine Engine'

The new "Prolec Machine Engine" (PME) is a modular electronic system designed to capture machine, position and load data for construction and demolition equipment, and can be configured to optimize machine safety while enabling the operator to work more efficiently and profitably.

Until now, machine monitoring solutions have tended to be application specific, and have thus worked using a dedicated in-cab box with limited expansion capability. By contrast, the recently launched PME is designed to take specific machine data and make it generic,

regardless of the task required. All that is required is a simple software upgrade.

At the heart of the system is the safety controller, which features numerous input and output connectors, into which information from sensors is delivered. Operating parameters can be set, along with a choice of action such as an audible warning or motion cut-outs. PME can run a vast number of applications including lifting, height, slew and cab protection, motion restriction, overturning and load movement, reach control and stability. ■

...continued from cover

installations is a major concern for wind farm developers," said Fendercare Marine business development manager, sustainable energy, Tim Smith. "The combination of the Eco Fender product and the Strainstall VMMS offers the prospect of making a significant positive contribution to the safety of personnel that stands to transform the offshore wind industry."

The Eco Fender product is currently being tested and will be available in the coming weeks, while the Strainstall VMMS is currently available and is already in high demand. The combination of these highly effective products is a further demonstration of how James Fisher group companies are able to offer packaged solutions of tangible benefit to customers across multiple industry sectors. ■

Tim Harris retires as Chairman

Tim Harris retired as chairman of the Company, and was succeeded by Charles Rice on 1st August.

Tim's decade at the helm of the company has been one of phenomenal growth and development. During this time James Fisher has been transformed from a coastal ship owner and operator into a leading provider of specialist services to the marine, oil & gas, and other high assurance industries worldwide. Between 2001 and 2011 revenues soared by over 450 percent to £307 million in the year just ended, with underlying profit in excess of £30 million.

"I leave the Company in very good hands", commented Tim Harris "because we have a tried and tested executive management at Board level with Nick Henry as CEO and Stuart Kilpatrick as Group Finance Director and, equally importantly, experienced and



entrepreneurial managers leading our divisions. Our management has a track record of success which is increasingly recognized outside the Company."

One of the key aspects of the success of James Fisher during Tim's period as Chairman has been the Company's focus on the world's fast-developing emerging markets. Two notable examples of its success have been in the development of the company into one of the world's leading suppliers of load monitoring solutions and marine equipment and services, and the provision of submarine rescue systems and related subsea operations to 14 navies worldwide.

"James Fisher's great success in recent years has been built on an open and entrepreneurial culture and my retirement will not change this in any way," he continued. "The Company is today in the best shape that it has been since I became chairman, with great prospects for growth and success. My only regret in retiring is that I am not ten years younger and starting again to help take advantage of the opportunities we have. But I am confident that we have an excellent team in place which will do just that."

Taking over from Tim Harris as chairman, Charles Rice has already served for some seven years as a non-executive director of James Fisher and Sons plc. Charles Rice is an executive director of German geothermal

Charles Rice (left) took over as chairman of James Fisher and Sons plc with effect from August 1, when Tim Harris (above) retired



"I leave the Company in very good hands... Our management has a track record of success which is increasingly recognized outside the Company"

Tim Harris CBE, outgoing chairman, James Fisher and Sons plc

energy specialist, GEOenergie Bayern GmbH, and also non-executive Chairman of TRF, the holding company of the former government owned Transport Research Laboratory, TRL Ltd. Previously he spent much of his career with P&O Group, serving both as a main board director and Managing Director of the P&O Trans European Division. As such, Charles Rice brings broad-ranging experience as well as continuity to his new role, and is already extremely familiar with the James Fisher and Sons group. ■

Marine Services

Strainstall Marine wins order from China's Sinopec

State owned China Petrochemical Corporation (Sinopec) – which currently ranks as the country's largest company and number five in Fortune Magazine's published list of the top global 500 companies for 2012 – has selected Strainstall Marine to supply a complete berth management system.

Sinopec is building its first LNG receiving terminal in the northern Chinese city of Qingdao, to satisfy the increasing demands of the Shandong Peninsula. Due for completion in November 2013, the terminal

will receive 3 million tonnes of LNG per year, and will have one berth which will be able to dock LNG carriers with capacity ratings of up to 270 million cubic metres. Although Strainstall Marine has previously supplied its docking systems to the Chinese market, this is the first order for a full system, which comprises vessel approach monitoring, quick release mooring hooks, mooring load monitoring, environmental monitoring and a ship-to-shore data link.

This system will allow the LNG carriers to dock safely by enabling the impact speeds

of the vessel onto the fenders to be better controlled, to safeguard against possible damage to the berth and dock structure. Terminal operational safety is also improved through the monitoring of loads in the mooring lines to ensure they do not become overloaded and potentially fail.

As part of the procurement process, Strainstall was approved and registered by Sinopec as a Qualified Supplier in April 2012 – a crucial step both in securing this contact as well as any future projects. ■