Norwegian Icegoing Research Vessel

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ERVO 2013, Brest, France 5-6 June 2013
Background

2006

Forstudie for "Nytt isgående forskningsfartøy"

KS 1-dokumenter
Januar 2009

2007

Nytt isgående forskningsfartøy

2009

St.prp. nr. 1
(2012–2013)
FOR BUDSJETTÅRET 2013

Statsbudsjettet 2013

2011

STYRINGS Dokument for prosjekt "Nytt isgående forskningsfartøy"

Forfatter(e):
Per Wilhelm Nieuwejaar, Prosjektleder

Godkjent av:
Tore Nepstad, Administrerende direktør Havforskningsinstituttet

Versjon: 2.0
Dato:
Organization

Ministry of Fisheries and coastal affairs
Project owner

Ministry group
Fisheries & coastal affairs, Environment, Education & science, Foreign affairs, Oil & Energy

Institute of Marine Research (IMR)
Executing agency

Steering committee
Directors from NPI, UoT, IMR + external experts

Project manager
IMR Director RV Department

Ass. project manager
Norwegian Polar Institute

Ass. project manager
University of Tromsø

Nautical
Ship technical
Scientific instruments
Contract
Technical details

- Length over all (LOA): 100,0m
- Breadth: 21,0m
- Draft approx. 8,0m
- Gross tonnage approx. 9000GT
- Machinery Diesel/electric (A/C) 10MW thruster effect
- Two azimuth thrusters (Z-drives) aft
- Two tunnel thrusters forward
- Accommodation for 55 persons in 38 cabins (15 crew and 40 scientists & technicians)
- Helicopter capacity for two small helicopters
- Emergency towing and fire fighting of other vessels
- Diving facilities & mobile pressure chamber
- Loading capacity: 22 x 20 ‘containers
- DNV-Class: PC-3 Icebreaker
- Maximum cruising range approx. 15.000nm = Tromsø-Antarctica and back
- Endurance 65 days
Icegoing capabilities

- PC-3 ICEBREAKER =
  - Year-round operation in second-year ice which may include multi-year ice inclusions
  - Continuous ship speed when breaking 1,0m ice thickness: Approx. 5 knots
  - Continuous ship speed when breaking 0,4m ice thickness: Approx. 11 knots
  - Hull structure, appendages and cranes to operate down to at least -35°C

- With moonpool/hangar and helicopter hangar:
  - The Vessel may operate & sample year round everywhere in Antarctic seas
  - The Vessel may operate & sample year round in the Arctic marginal ice zone
  - The Vessel must navigate in leads when old, thick ice is present.
With sufficient time allocated, the Vessel may operate well into the Arctic Ocean, even in winter.
Scientific functions

Arranged and equipped with state of the art scientific instrumentation for:

• Oceanography, Marine Biology, Fisheries research
• Geology, - Geophysics, - Chemistry, - Physics
• Demersal and Pelagic trawling (Open water and in ice)
• Bottom piston coring and grabbing
• ROV and AUV operations
• Seismic operations
• Launch and recovery of buoys, landers, observatories and moorings
• Launch and recovery of different kinds of towed vehicles
• Student training
Yard contract

• 6 shipyards prequalified
• Bids to be delivered on 6 June 2013
• Yard selected on 5 September 2013
• Bids expected from 5 yards:
  - Bergen Yards, Norway
  - Damen, Romania
  - Fincantieri, Italy
  - Freire, Spain
  - Shanghai Shipyard, China
Questions?