

IMR new costal vessel update from first months of testing and operation



Main building data:

Contract signing 16-3-2021 with Holland Shipyards Group

Price : NOK 118.000.000,- / EUR 11.800.000,-

Engineering started 14.03.2021

First Section - Hull Foreship started: 08.08.2021

Launching planned for 22.08.2022, but will start 22.09.2022

Commisioning *and* Startup, HAT planned for 12.09.2022, but will start 12.10.2022

Delivery planned for 01.11.2022, but due to COVID related delay we expect delivery late 2022 or January 2023. Deleverly final 21st February 2023.

Manning: (3+1) 1 master (D5), 1 chief engineer (M4/engine attendant/ordinary seamen), 1 unlicenced cook/ ordinary seamen and 1 instrument techician. Hopefully x 2

Operation area: Northern Norway with Tromsø as home port.



Main ship data (sorry for the Norwegian text)

HOVEDDIMENSJONER

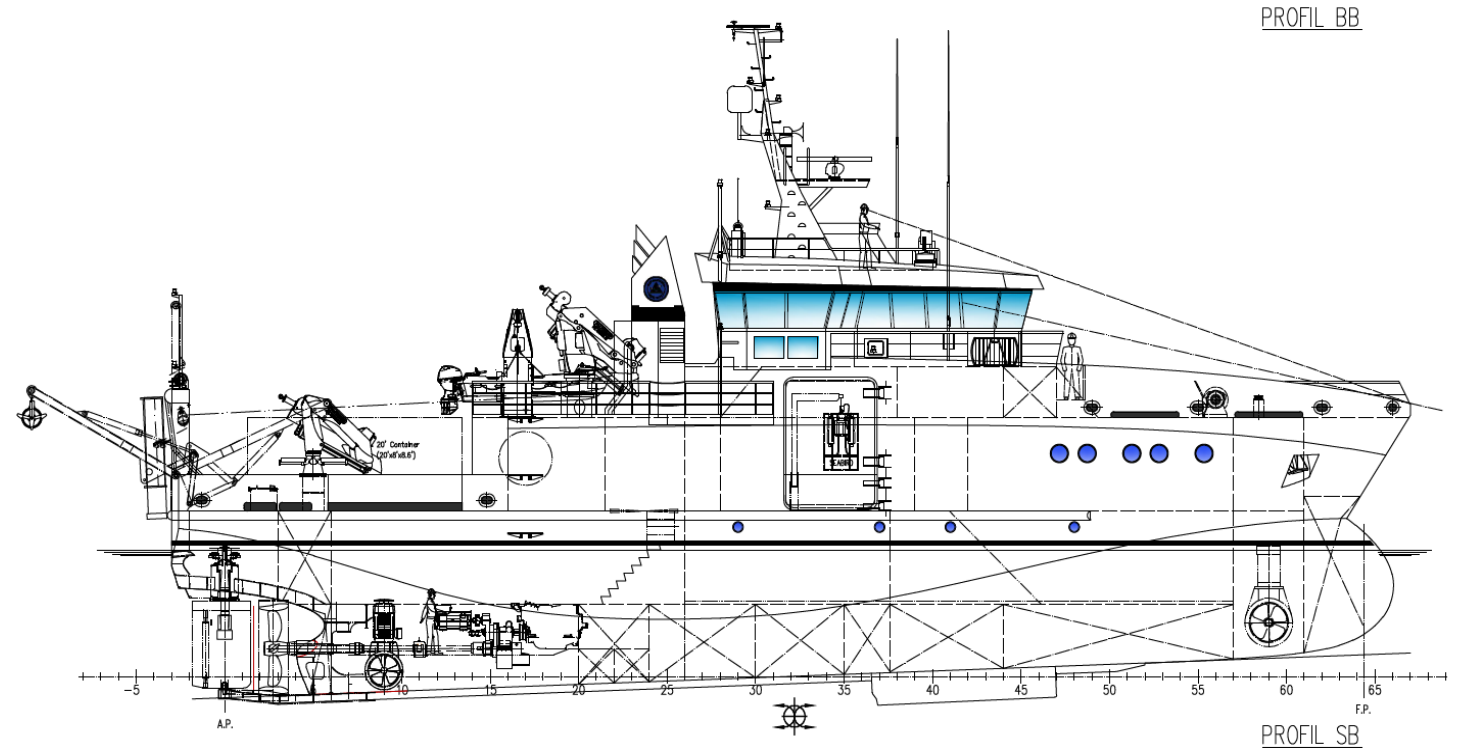
LENGDE OVER ALT	35.0
LENGDE MELLOM PERPENDIKULÆRER	32.2
BREDDE PÅ SPANT	10.0
DYBDE I RISS	4.6
MAKS DYPGANG	3.5
SPANTAVSTAND	0.5

KAPASITETER

AREAL ARBEIDSDEKK	100
ENMANNSLUGARER	4 :
TOMANNSLUGARER	5 :
TONNAGE	<499 G

FLAGG

NOR – LITEN KYSTFART





Sea trials in Holland



Christening ceremony in Bodø 28th April







LGXD
IMO 9941477

1810 KG

Deck equipment service connections



CTD Hangar



Experience during test cruises in Norway

The vessel is very good at sea and easy to manoeuvre.

Everything has worked well. Only two failures that have consequences and not solved yet.

- Engine control failure
- High noise for gear box or ? , when operation in PTI and PTO mode.

The control failure might be an EMC challenge. The yard had some challenges with the electrical installation on which standard to follow, and our specification and follow up on EMC might need to be improved. We have had a few other issues within the same topic. One was use of a hand held UHF close to the CTD control computer released two CTD bottles. This is something we will focus on for coming upgrades and newbuilds. In particular for small vessels where it is very difficult to separate different types of cables.



The gear manufacturer has changed tooth wheel for the PTI/PTO in the gearbox added one tooth, but the same noise is still there. Vibration measurements and investigation ongoing.

Damage during maneuvering in port

Engine control failure



Experience during test cruises in Norway

Crew capacity is a challenge and we need to look into the manning of the vessel.

- We planned for 12hrs day cruises and 3+1 crew.
- Technical and operational, the vessel has higher capacity than we are able to exploit with the existing manning.
- For many operation we need more hands on deck than the engineer, the instrument technician and the cook, and this deck personnel need more deck work training to operate safe. We need to review the manning of the vessel, but do not have much flexibility due to cabins available.

