



RRS Discovery Replacement

Shipbuilder: Construcciones Navales P. Freire, S.A., Vigo, Spain

Contract placed 29th March 2010

Designer: Skipsteknisk AS, Norway

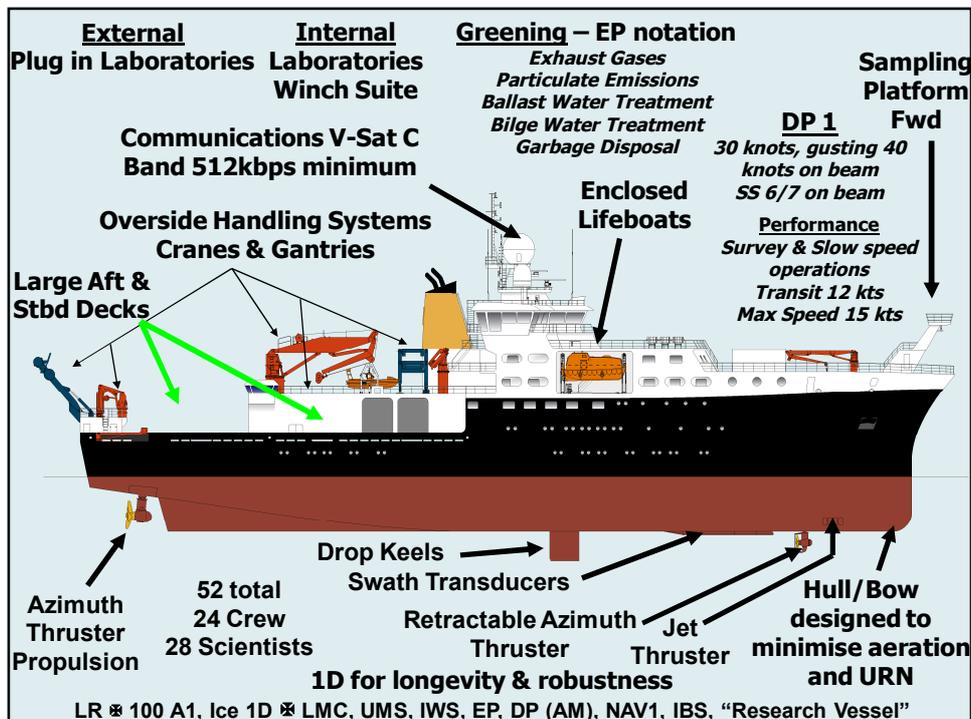
A new multi-role oceanographic vessel to be delivered Q2/Q3 2013

Science Programme commencement 2014

Before then technical familiarisation and configuration trials.

Expected Outcome

- 50 days endurance (L 99.7m, B 18m, D 6.5m)
- Scientific Transit Speed – 12 knots maximum
- 24 Officers & Crew (includes 1 Training Berth)
- 28 Scientists & Technicians
- DP Capable (DP1) SS6/7
- Multidisciplinary
- Seismic capability
- Multibeam(s) & Sub Bottom profiler
- Minimal Ice Class – for hull life (Lloyds 1D)
- Overside/overstern lifting - 20tonnes
- Drop Keels
- Low URN but not ICES209
- Propulsion – 2 x Azimuthing Units Aft (or similar)
Azimuthing Thruster Fwd, Manoeuvring Thruster Fwd
- Oceanographic Winch Suite **including Metal Free CTD Winch**



Timescales

- ✓ 29th March 2010 Contract Award
- Build Period 2010 – Q1/Q3 2013
 - Model Tests – May / August 2010
 - Cutting Steel – November 2010
 - Ready for Launch – January 2012
 - Delivery to NERC – June 2013
- Commissioning & Trials Q3/Q4 2013
- Available for Science Programmes 2014

Funding — note no “Stimulus Package” in the United Kingdom

- Total Project - £75m equates to €83.25m
 - Ship Build & Design
 - Project Office and Oversight
 - Training & Commissioning Trials
 - Spares
- Funded from HM Treasury £48m
- Remainder £27m from NERC

Bubble Sweepdown

- Basic vessel is (compared to JC)
 - ◆ Longer, Deeper in the water, Slight Narrower
 - ◆ Above lead to reduced bow emergence
 - ◆ Block Coefficient JC 0.71; D4RP 0.57
- No form of bulb at the bow. Vertical stem instead.
- No large aperture for fwd. thruster.
- Might include a slight blister arrangement.
- Designer better informed
- Customer better informed
- Model Test Arrangements to include CFD modelling for flowlines
- Commercial approach via LD clauses







LOT 2 – Why / Rationale

- Match or better the existing quality of service;
- Better Long Term Value for Money;
- Smooth predictable costs;
- Complication to NERC of Tendering for Refits / Dry Docks removed;
- Back to back arrangements with sub-suppliers;
- Design influenced for maintainability;
- Supplier will “know” the ship;
- Fits with longer term NERC strategy.

LOT 2 – Strategy

- Simple availability based performance contract.
- High level SOR for Suppliers to offer innovative solutions.
- NERC to supply officers and crew.
- Win/Win partnership approach.