

SAFETY LOG 3 | 2016



Norsafe continues to develop specialized LSA for extreme Polar conditions, and is securing new orders





Norsafe has been a leader within the lifeboat industry related to innovation and product development. Despite the challenging market, Norsafe continues to develop and launch new products. In this edition of the Safety Log you will learn more about some of these. Our development projects include both lifeboats and davits, and we are also putting significant resources into further development of fast rescue boats for the Military and Professional market.

Norsafe continues to secure important orders. The order for equipment to the Polar Research Vessel "Sir David Attenborough" is one of these. It proves that Norsafe can deliver quality products for challenging environments. As the new year approaches, Norsafe will continue to develop innovative solutions to improve safety at sea for all.

Dear Reader,

Dag Songedal, CEO Norsafe Group



Norsafe and MOE buck the trend in a tough German market



Tim Kutscher, Managing Owner, MOE

Norsafe's relationship with German-based marine and offshore supplier MOE GmbH began in the winter of 2007/2008. Former CEO and owner of Norsafe Group, Geir Skaala, met with MOE Managing Owner, Tim Kutscher, to discuss a possible cooperation and they agreed to carry out a non-binding test trial in order to evaluate the possible mutual benefits of such a cooperation.

"The timing was not optimal. The market was overheated and most projects were repeats of former ones so it was hard to get included on makers' lists. What also really surprised us was the low priority many ship owners had for LSA" says Mr Kutscher.

MOE worked steadily with the German market and remained patient. "In 2009 we got our first order. One order for two ships in the entire year 2009! Not too impressive," admits Tim.

In 2009 the earlier boom in the container ship industry collapsed and this hit German ship owners very hard. "Many ships were cancelled and quite a few owners had to leave the market. The crisis is still ongoing and cost is an issue for every owner every day. Especially the running cost for vessels already losing money due to low charter rates," highlights Tim.

Despite the bleak outlook for the German shipbuilding industry, Norsafe and MOE saw a market opportunity

with potential. Low quality LSA becomes very costly for ship-owners during annual inspections and compromises the safety of the crew on board. Since Norsafe is well positioned with advanced technology LSA, global production and a worldwide service network, this provides an advantage within the market.

So despite the challenging market conditions, Norsafe and MOE have jointly secured orders for 152 merchant ships as well as special ships being built in Germany.

Highlights include orders to supply LSA to 18 ships for Hamburg Süd in Korea and China; securing orders with Peter Döhle over the past four years for all five ships in their most recent series of new builds; selling the first GES 21 to German owner Nordic Hamburg; and finally, delivering the first four Maxima 120 conventional lifeboats to the German FSG Shipyard in Flensburg.

Tim concludes, "We appreciate the teamwork with Norsafe Norway as well as Jiangyin Norsafe. We have a strong network and use it every day. That makes it easy to agree on strategies for each and every project very quickly and this places us ahead of the competition."

Today, Norsafe is the market leader for German ship owners building in China and a well-respected supplier for the German shipyards.



Specialised LSA for extreme Polar conditions

Norsafe is delighted to have been selected as supplier of LSA for the British Antarctic Survey Polar Research vessel "Sir David Attenborough" currently under construction at Cammell Laird Shipyard in Birkenhead, UK.

Norsafe equipment will be specifically prepared for Polar operation after extensive discussion with the British Antarctic Survey project. The equipment standard has been developed as part of Norsafe

engineering's R&D project into cold weather environments.

The project sourced items from Norsafe's broad product spectrum and production locations so as to provide the best value. JYN100 conventional lifeboats for 90 persons were selected along with Merlin 615 and Magnum 750 fast rescue boats.

Norsafe deliveries will take place mid-2017.



Lives saved by Norsafe lifeboat

On the 24th of September Mexico's state-owned oil company PEMEX worked frantically to extinguish a fire onboard the loaded tanker ship Burgos in the Gulf of Mexico. Thirty one crew members evacuated the ship to safety in a Norsafe JYN 65 conventional lifeboat and were then rescued by the Mexican navy.



New GES 35 MKII freefall lifeboat

Norsafe's newly developed GES 35 freefall lifeboat meets a gap in the market for lifeboats with a 40 to 55 person capacity.

The GES 35 concept has been talked about since the early 1990s. At that point in time, it was going to be the largest boat in the then new GES 30 series. However, due to changing market conditions and customer requirements, Norsafe developed the GES 40 instead, which was a great success and was produced in high numbers for over 20 years.

Now, 25 years later, the GES 35 is finally becoming a reality. It is based on the well proven Gravity Escape System design, with all the best features of Norsafe's newest state-of-the-art freefall models, the GES 45 and GES 52, with a central cockpit for good visibility.

The new GES 35 MKII is an enclosed freefall lifeboat with a capacity for 48 people. It is designed and will be manufactured according to the latest SOLAS Classification Society and National Authority requirements. Its construction fulfils client requirements for a state-of-the-art high

specification, quality freefall lifeboat in the upper range that is reliable and low maintenance. The davit for the 35 foot freefall lifeboat takes up less deck space than other lifeboat davits, and the maximum drop height of the boat will be approximately 28 metres. The GES 35 MKII with the HD-35 davit will be an affordable alternative to other freefall lifeboat systems in the range.

Norsafe has built and tested two GES 35 scale models to compare the MKII design with the original version of the boat that was planned over 20 years ago. The MKII has shown significant improvements in the forward motion of the boat after launching and reduced g-force on the occupants from the same launch heights. The GES 35 MKII is expected to be available from second half of 2017.



Magnum 850 design review proves suitability for Australian waters

Norsafe's twin engine Magnum 850 fast rescue boat has been successfully used by civil and commercial organisations in Australia for over 10 years.

To support existing boats in operation and as part of ongoing deliveries, the Magnum 850 has undergone a design review in accordance with the AMSA's NSCV standard for 2C class vessels, demonstrating compliance with both SOLAS and NSCV2C.

This allows Norsafe's Magnum 850 rescue boat to fulfil multiple roles for users in Australian waters.



New LHD davit series

Norsafe has developed a new series of compact davit systems to service JYN 50, JYN 57 and JYN 65 conventional lifeboats. The new design has proven that it is commercially competitive based on its great market success so far, with already over 40 systems sold in less than half a year. The launching system is available as a lifeboat davit or as a combined life-/rescue boat davit whenever needed and can be delivered in a special winterized version.

The LHD davit has undergone a successful prototype testing with DNVGL. The boat fits in the davit perfectly and all systems such as the hook, hang off, service pin and lashing were easily accessible from a position on deck or from inside the lifeboat. The winch and the hydraulic and electric systems performed impeccably without exception.

Norsafe intends to further develop the LHD series to service all conventional lifeboats within the product range. Drawings and technical specifications are already in place for the complete series comprising 6 versions - from the LHD 60 and up to the largest, LHD 230.

Norsafe subsidiaries:

Norsafe Norway

Norsafe Australia

Norsafe Brazil

Norsafe China

Norsafe Greece

Norsafe Holland

Norsafe Japan

Norsafe Korea

Norsafe Mexico

Norsafe Singapore

Norsafe UAE

Norsafe UK

Norsafe USA



Norsafe Maxima 120 installed on Siem Helix 1. Photo: By Imagia Free

A new version of the Maxima 120 lifeboat, the largest conventional lifeboat in Norsafe's history, has been developed to improve the weight limit per person from 82.5kg to 98kg while still keeping the maximum capacity to 150 persons. It is built according to SOLAS 83, IMO LSA Code, NORSOK R-002, NMA Reg. FOR90, GOM, UK Sector (HSE) and is based on the latest OLF studies and the DNV-OS-E406

standard. Norsafe has also developed a new davit type for offshore use, the C 250 davit, to handle the Maxima 120.

The 12 metre long Maxima 120 has a central cockpit with large windows for enhanced visibility. It is fitted with the new TOR MK2-S hook release system, which is certified in accordance with the new regulations MSC 320/321 and athwartship (at right angles) passenger internal

seating for quick embarkation. Integrated longitudinal double stiffeners in the hull provide added strength, longitudinal seating and possibilities for LED cabin lights, large engines, bow thrusters and LNA (Lifeboat Navigation Assistance). The new weight limit of 98kg per person makes this new version of the Maxima the perfect solution for offshore construction vessels, rigs, floatels, etc.

Norsafe Group Activity Plan 2017:

19.02 – 23.02

NAVDEX, Abu Dhabi, UAE

04.04 – 07.04

LAAD, Rio de Janeiro, Brazil

06.04 – 07.04

East Med Marine Oil & Gas, Limassol, Cyprus

05.04 – 08.04

Europort 2017, Istanbul, Turkey

01.05 – 04.05

OTC Houston, USA

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