QUARTERLY NEWSLETTER FOR THE JAMES FISHER GROUP OF COMPANIES SPRING 2019

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Stabilising Saudi Arabia's urban forest

Strainstall has designed a wireless monitoring solution for the forest of massive steel trees which light up the night sky in the Saudi capital of Riyadh. **FULL STORY PAGE 4**

STOP PRESS

JFMS Triton Knoll contract award

James Fisher Marine Services (JFMS) has been awarded the contract to prepare the site of innogy's massive new Triton Knoll offshore wind farm off the Lincolnshire coast. The 145km² site, which is bigger than the city of Manchester and the largest in the innogy portfolio, will house 90 turbines and two offshore substations.

The JFMS team has expanded into new facilities in Grimsby and work to clear potential obstructions to construction such as unexploded ordnance (UXO) and boulders begins in May.

· **Full story in the Summer issue**

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Submarine rescue upgrade for Korea

Expanding the reach and scope of the latest rescue service technology with bespoke 'moonpool' entry system

James Fisher Defence (JFD) has further underscored its market-leading position in submarine rescue with a contract to design and manage an advanced deep search and rescue vehicle for the Republic of Korea Navy (ROK Navy).

JFD has been working closely with the ROK Navy for over 20 years and this recent contract demonstrates a growing respect for JFD's highly-advanced, 3rd generation submarine rescue systems.

The contract, awarded by South Korean shipbuilder Daewoo Shipbuilding and Marine Engineering (DSME), is to design and build a bespoke DSRV for use by the ROK Navy, together with providing training and in-service support. The rescue vehicle will be hosted on a new auxiliary submarine rescue ship, also to be built by DSME.

The DSRV, which will be delivered in 2021, is a variation of JFD's innovative 3rd generation submarine rescue vehicles, of which two were delivered to the Indian Navy last year. These systems represent a significant milestone for an advanced and highly capable submarine rescue capability.

The contract comes on the back of JFD's position as one of the world leaders in the subsea rescue industry, and a leading innovator in subsea technology. The team currently provides fast, safe and

Continued on page 2

Increased dive time for mine clearance

JFD is continuing to add to its range of reliable rebreathers by bringing out a new version of its Stealth military rebreather with added features and capabilities.

The Stealth CDLSE Mk2 now features advanced O2 sensors, which enable the control system to rapidly and accurately respond to changes in life support system status, and it offers an improved choice of cylinders.

In addition to this, the Mk2-ED contains an extended duration scrubber (which removes and recycles carbon dioxide from the air) allowing increased dive time to between six and eight hours compared to the Mk2's three to five hours. This gives important extended dive time to divers involved in mine clearing activities.

The new model builds on the existing success of Stealth CDLSE, which has been in service for over 15 years and has a proven track record in a range of operational and environmental conditions all over the world.

'As sea mines increase in sophistication, so do the challenges facing divers,' explains Danny Gray, operations director at JFD. 'We have been working closely with key customers to identify and meet ever-more complex operational requirements and have invested significant time and energy to bring an advanced rebreather capability to the market.'

JFD managing director, Giovanni Corbetta adds: 'JFD's focus is on keeping those that operate underwater, in often harsh and highly dangerous conditions, as safe as possible and the launch of the Stealth CDLSE Mk2 and Mk2-ED demonstrates our fundamental commitment to meeting these demands.'

JFD news **continued from page 1**

reliable subsea rescue services, solutions, products, engineering services and training to 80 countries and 33 of the world's navies including the Royal Navy, Australian, Singaporean, and South Korean Navies, as well as providing the NATO Submarine Rescue System.

JFD crews also continue to support multiple submarine rescue systems in service around the world. They recently executed a successful Black Carillon 2018 comprehensive submarine rescue exercise with the Royal Australian Navy, and will soon complete the mid-life upgrade of the Republic of Singapore Navy's system.

Giovanni Corbetta, managing director of JFD says: 'We work with navies around the world to improve safety for submariners and this includes ensuring that systems are bespoke, when needed, to suit customer requirements. In this case, the system was adapted to fit the customer's deployment method.'

The key feature in this contract is the fact that the JFD-delivered DSRV will be launched and recovered from the submarine rescue vessel via a 'moonpool' which is a shaft (or 'wet porch') that passes right through the middle of a vessel's hull, through which the DSRV can be lowered directly into the water. This mode of entry minimises the impact of weather and sea states on the ability to operate the DSRV, maximising the chances of a successful submarine rescue operation, further safeguarding the lives of submariners.

It is an advanced launch and recovery method for a DSRV, but the JFD team has extensive experience in launch and recovery via a 'moonpool' through years of delivering advanced saturation diving systems

and diving bells through moonpools, predominantly in the offshore oil and gas industry.

The system will undergo a comprehensive series of tests and trials including factory, harbour, and sea acceptance trials, before entering operational service. Following its delivery, the JFD team will continue to work in partnership with the ROK Navy, providing a comprehensive training and support programme that will ensure that submarine rescue operations are carried out safely and efficiently.

COBRA wins safety award at Subsea Expo

Another example of the JFD commitment to safety is evidenced by the award the team recently won for its bailout rebreathing system. COBRA was singled out as a winner in the Innovation for Safety category at the annual Subsea UK awards, held in Aberdeen in February.

JFD managing director, Giovanni Corbetta says: 'It requires an enormous team effort to take a product such as COBRA from design concept to production and it's thanks to the drive and passion of the team that we achieved this.'

'We spent five years designing, testing and evolving COBRA to ensure we produced the most reliable piece of equipment which would safeguard the lives of divers and let them work with confidence

JFD team receiving their award

in harsh environments.'

'Operating in depths of up to 500m, with very little visibility and in temperatures close to zero divers need to know they have the safest and most reliable bailout rebreather in the world on their backs.'

When the digging gets deep

A record-breaking motor shroud created for one of the world's deepest oil and gas fields in the Gulf of Mexico

RMSpumptools has developed the world's biggest motor shroud for use with high horsepower Electrical Submersible Pumps (ESPs). Weighing in at just under a tonne, the shroud was designed to suit an exceptionally sized ESP application for a deep water drilling project in the Gulf of Mexico.

ESPs are typically used to increase production of oil being brought to the surface and this form of artificial lift is a major growth area in the oil and gas industry. Motor shrouds are designed to ensure continued performance of the ESP through protecting its motor housing from erosion and helping to maintain motor cooling by high velocity fluid flow.

Such deep oil and gas exploration projects often demand that ESP requirements – and therefore shroud specifications – are unprecedented in size. RMSpumptools is known for its related expertise in this area and was approached by an oil major to help engineer a solution.

The newly developed shroud is a 26 feet (8m) long metal cylinder which fits around the motor assembly. At 12 inches (30cm) in diameter it is considerably larger than standard systems and as such required complex bespoke design and manufacture by the team at RMSpumptools.

'We had been supplying other equipment for the project when the team producing the oversized ESPs asked us for help in creating a bespoke motor shroud,' explains Stuart Gordon, new product development manager at RMSpumptools. 'Shrouds are typically 8 inches (20cm) maximum in diameter and manufactured with standard sized casing, but this design involved complex detailing and sections machined from solid billets of steel.'

'This is a great example of how we are utilising existing technology to push the boundaries of what can be achieved,' Stuart adds.

Two further shrouds were ordered before the first was completed. Prototypes were load tested and the first unit was sent to the customer in January this year.

> 'This is a great example of how we are pushing the boundaries of what can be achieved'
>
> **Stuart Gordon**
> New product developement manager at RSMpumptools

48-years at sea for Capt Ahmad

Captain Mir Ahmad is going into retirement at the age of 70 after 48 years at sea – 25 of them with the James Fisher group. In February he was presented with a ship's bell by James Fisher ship manager, Andy Milling in recognition of his many years of dedicated service.

Mir's career at sea started in June 1971 with a four-year trip on a cargo vessel called Rustom, which belonged to the East and West Shipping fleet of Pakistan. 'I didn't choose this career,' he says, 'my father took me along to see a friend who owned a shipping company when I was 19!'

On his return, Mir travelled around his native Pakistan on his Triumph Tiger motorcycle ('I was always a bit of a wanderer' he says) before returning to sea to work in the scrapping industry on ships moored off the coast of Karachi.

However, after completing his ships exams in the UK he moved to European trade working as chief officer on bulk cargo ships, until a back injury put him out of action for a while. 'I was advised to completely change careers and so I studied law but in the end I got my back fixed and returned to the world of shipping,' he says, 'I'd have hated office life and there are enough lawyers in my family already anyway!'

In 1990 at the age of 40, Mir landed a chief officer position with Rowbotham Tankships before joining FT Everard & Sons in 1995 (now JF Everard) and he spent the last 17 years as master.

'Mir has been an extremely collaborative individual and a great member of the team for an impressive number of years,' says Tony Kirk, operations procurement manager for James Fisher Everard, 'we wish him well in his retirement.'

'The last few years were definitely my best years,' says Mir, 'I've had a great run on the ships and I've travelled all around the world. But it's good to have the chance to spend more time at home now.'

Testing Orpheus in the underworld

A portable corrosion-detection device looks set to transform routine inspections for gas distributors

James Fisher NDT has been working in conjunction with UK gas distribution company, SGN, on a bespoke inspection solution to use on its buried Orpheus regulator modules which will save considerable time and money.

After a rigorous testing process, the Orpheus Bespoke Scanning Device (BSD) is in the final phases of approval and may potentially be rolled out across SGNs gas networks, which cover 5.9 million homes and businesses across Scotland and the south of England.

BSD is a portable internal corrosion-mapping scanner designed to conduct the obligatory routine inspections of buried Orpheus regulator modules swiftly and in-situ.

Mike Ennis, applications specialist at JF NDT explains: 'By negating the need for time-consuming and disruptive excavations to complete the testing procedure, this system will save many man hours and thousands of pounds when in widespread use on the hundreds of systems across the network.'

Orpheus regulator modules work to filter and lower the pressure of natural gas as it leaves SGN's higher pressure network to ensure it supplies a safe and stable gas supply suitable for commercial and domestic use. In compliance with Pressure System Safety Regulations 2000 (PSSR) all of the Orpheus systems operating above 2Bar are required to undergo periodic inspections (at least every six years) to check for corrosion, but because the modules are typically buried underground, the testing procedure normally requires extensive and sometimes protracted excavation work.

During testing the systems must remain in-situ, making inspection a challenge, however, BSD scans the exterior wall of the Orpheus pressure vessel from the inside. In testing it provided more detailed data than the existing, external measurement method, (which involves excavation), allowing the inspection to be completed in one or two days.

Mark Skerritt, innovation project manager at SGN says: 'With support from James Fisher NDT, we've created what we think is an ideal solution to the problem of collecting corrosion information without having to excavate. What used to take several weeks now takes a few days.'

The result is a scanning system that complies with gas industry standards, that also saves time and money, reduces interruption in service and provides a more detailed picture of the asset's condition. All the scanning and operator equipment fits in the back of a van, for easy transportation.

How does it work?

A specially designed frame holds the BSD securely in place while it moves around the interior surface of the Orpheus vessel taking measurements of wall thickness. Video cameras send live images to the operators on site and software maps the resulting data to create a 3D model of the corrosion situation to inform a condition report.

Scan the QR code to view the video:

Industry support for advanced visual positioning

Funding boosts development of ground-breaking new technology

Return To Scene has won funding to develop a ground-breaking visual positioning system which uses mobile device cameras to accurately locate people and equipment on complex offshore platforms, helping to significantly boost efficiencies in the oil and gas industry.

The system, called R2S VPS will enable users to easily identify, with a high degree of accuracy, where workers, robots or drones are situated on huge, maze-like offshore structures simply by capturing images from their cameras.

Currently, the only way for people and expensive equipment to be accurately located on a large offshore platform is through manual recording or the use of extensive hardware, such as RFID tags or QR barcodes. This can be a costly and time-consuming system to set up.

However, images captured through VPS can be automatically matched up with the existing R2S survey of structures in real-time to allow users to identify precisely what a camera is looking at and where it is.

This allows users to see their surroundings through augmented reality which will enable them to easily navigate around any structure. Additional plant information can be overlaid on any image allowing users to view details such as engineering drawings or maintenance history of a piece of equipment. This puts an unprecedented amount of invaluable real-time operational data at the user's fingertips and means users will be able to co-ordinate activities more efficiently and immediately identify equipment and access detailed asset information.

The funding for this project has come from the Oil and Gas Technology Centre (OGTC) a government backed association that aims to promote innovation in North Sea oil and gas. The award will enable the Return To Scene team to kick-start the development of the system to help it meet industry demands to increase automation on offshore platforms and deliver efficiency gains and savings.

Return To Scene's managing director, Bob Donnelly says: 'We are delighted to have won the support of the OGTC and BP to bring our R2S VPS concept to life'.

'There is no other system like this,' he adds, 'VPS will take asset visualisation to a new level by offering live feeds of activities on any platform, providing accurate data on the location of people and work sites which can be coupled with extensive information on assets pulled from multiple sources.'

The visual information captured can also be stored and later used to enhance a composite visual map of the site which will ultimately enable personnel or even fully automatic robotic systems to identify their location anywhere on a complex offshore asset.

Under the surface with: Louise Brown

We meet Louise Brown, Africa STS project manager for Fendercare Marine who looks after all aspects of the ship-to-ship transfer of oil and gas in African waters

Tell us a bit about yourself

My father worked for Shell so growing up we spent time living in Scotland, Norway, Nigeria and Kenya which exposed me to different ways of life and has given me an appreciation of diverse cultures.

How did you come to join the James Fisher group?

I left school after A levels and, in 2008 took a temporary role at Fendercare Marine, near Norwich. Although I didn't have a career path in mind, I quickly secured a permanent role in sales within the company's naval division and, in June 2012, I joined the ship-to-ship (STS) side of the business which co-ordinates the complexities of transferring oil and gas between vessels at sea. In 2014, I moved to the operations team looking after the growing African STS market.

Tell us a bit about your job?

I work as part of a team handling STS operations in Africa. We work on revolving shifts to ensure that the operations are manned 24 hours a day, 365 days a year. The oil industry never sleeps so we can't either! We co-ordinate all STS logistics; from the vetting of vessels, the monitoring of environmental conditions, managing the mooring masters to the deployment, utilisation and maintenance of equipment (such as fenders and hoses). It is very important that we remain fully compliant at all times, not only meeting high quality assurance levels, but to the demanding industry standards as well.

Customer liaison is a big part of my role which must be managed alongside the continual juggling of logistics. This means mine is certainly not a 9-5 job. It is highly-demanding but very rewarding.

What do you enjoy most about your job?

Africa is a particularly challenging region for STS: there's a lot of commercial pressure and competition is fierce. We have to face many challenges including the complex environmental issues presented by the location as well as cultural and language barriers. We have to be prepared to react very quickly to the customer's changing needs – our customers usually need everything yesterday!

But I relish this challenge and I'm proud of the fact that I've gained experience and knowledge of STS and the way the business works. I'm always keen to learn more, take on more accountability and responsibility, and I'm very lucky to be getting so much support from Fendercare Marine in meeting those ambitions.

What does the future hold?

Africa consistently demands high volumes of STS transfers with Lome (in Togo, on Africa's west coast) recording the largest number of operations of any of our bases worldwide. Fendercare Marine is expanding in Africa – we recently opened a new base in South Africa and we are planning to open additional locations this year – and we aim to remain the world leader in STS. Although there may be challenges ahead, this is a very exciting time to be involved with STS.

Early movement warning for steel 'trees' in Riyadh

Wireless monitoring system makes Saudi 'urban forest' safe

At an intersection of two highways in the Saudi capital of Riyadh, there is an art installation of 27 steel 'trees' each 5-9m in diameter and 27m high. These, the Karwest Spiral Spheres, create an 'urban forest' which, when lit up at night, represents the colours of the Saudi Flag.

Back in 2017 concerns were raised by the Riyadh Development Authority (RDA) about the potential effects of wind loading due to the excessive weight of the spheres and the height of their trunks.

In response, Strainstall Middle East has designed, tested and installed a wireless dynamic monitoring solution which combines strain gauges with heat and movement sensors plus wireless nodes and software to transmit and analyse data.

The strain gauges are configured to measure bending and loading forces on the trunks caused by the wind. The full system is integrated with Strainstall's Smart Asset Management System (SAMs), to provide real-time diagnostics, which give early warning to the authorities to close the roads if any overloading occurs.

'Due to the difficult location of the spheres, cable routing wasn't an option and access was difficult,' says Strainstall business development manager Mark Boyle. 'But by using Strainstall's wireless nodes to collect the data and integrating them with SAMs we eliminated the need for cabling and massively reduced costs and installation time.'

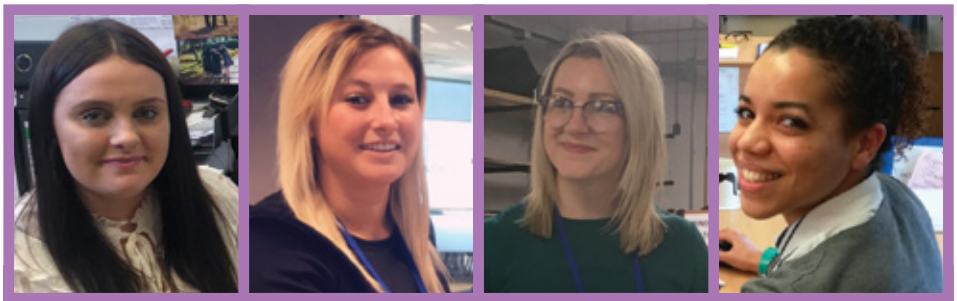
'This project has seen us take a giant step towards our goal of working directly with asset owners and authorities on asset maintenance and management contracts,' he adds.

'We hope this project will act as a stepping stone to further monitoring projects for the Saudi Government.'

Picture courtesy of ALS Lighting | Architectural Lighting Solutions and Lighting Designers | www.lamp.es

New talent recruitment goes nuclear

A new wave of recruits bolsters the nuclear industry



From left to right: Lauren Rogers, Hatti Sonley, Catherine Anthony and Stephanie Bryan

As a key player in a science-based industry continually looking to diversify its workforce, James Fisher Nuclear (JFN) has been focusing on nurturing talent in the last few years to address an industry-wide skills shortage.

'The nuclear industry has not been a particularly diverse industry and we are keen to change any former barriers to entry by actively encouraging talented school and university leavers from all backgrounds,' says JFN engineering director Steve Bradshaw.

'Different mind-sets mean increased innovation and creativity, which is particularly important in this sector. Our recruits are being mentored by senior engineers in their chosen field and gaining real-life on-site experience to help them build successful careers in the industry,' he adds.

In the last eighteen months, for instance, three new technical and engineering apprentices have joined the team.

Grace McCrickard joined as an unmanned aerial vehicle (UAV), robotics and engineering apprentice after excelling in a City and Guilds advanced technologies apprenticeship. She will be completing vocational training in piloting UAV and ROVs and JFN is supporting the completion of her commercial drone pilot's licence and using her pilot skills to complete visual inspections at customer sites, including the Sellafield nuclear power plant.

She joins Lauren Rogers who is now 18-months into her project engineer apprenticeship at JFN. Hatti Sonley, who won apprentice of the year in 2015 when she was working at JFN as a craft apprentice, has also returned to the JFN team to work as a bid co-ordinator. Hatti has also been enrolled on the group graduate leadership scheme, through which she receives mentoring and training to advance in her career and develop her engineering expertise. This also offers her exposure to related areas of the business in other James Fisher companies such as JFMS, Scantech and Fendercare.

Catherine Anthony, who joined in 2015 on the company's graduate scheme, has also recently returned to JFN as a mechanical design engineer. She is currently working on the decommissioning of the Winfrith power station in Dorset.

She says: 'The nuclear industry's skills gap meant a lack of diverse talent, particularly on the engineering side when I started at JFN in 2015 but the situation has really improved over the years and there's now much broader representation of engineers entering the sector and being supported to reach their potential.

Catherine joins Ashley Walker who has taken the role of EHS&Q ops manager, and mechanical design engineer Stephanie Bryan.

Two-in-one efficiencies for the retirement of subsea assets

A new system which combines the latest cutting and lifting technology in one application looks set to reduce decommissioning costs

James Fisher Offshore (JFO) has partnered with specialist marine and subsea lifting systems company, First Subsea, to develop a new system which combines cutting and lifting technology in one application to help reduce subsea decommissioning costs.

The system, called Internal Cut and Lift Tool (ICLT) will also improve safety and efficiencies for teams involved in the removal of retired subsea assets.

The aim of the collaboration was to create a simple solution which could streamline the number of contractors, operations and personnel required on offshore platform and vessel operations, in order to boost HSE, time, operational and cost benefits to customers ready to decommission late-life assets it also aimed to help customers meet the oil and gas authority's target of a 25% reduction in decommissioning expenditure by 2035.

The collaboration, led by JFO's project manager for cutting work, Keith Burnett and JFO's subsea engineer, Allan Douglas has led to the development of ICLT. It is a single assembly system that merges JFO's market-leading abrasive water jet cutting tool with First Subsea's Ballgrab gripping and recovery technology to provide a simple, flexible and quick mechanism to remove tubulars such as piles, caissons and pipelines.

It means two operations can be combined in one mobilisation, with one multi-disciplined crew. This removes the need for a 3rd operation such as drill and pin.

Keith Burnett explains: 'Throughout the summer of 2018, we researched industry requirements and current equipment solutions and we spotted a missing link between the cut and recovery process. But we realised we could combine two existing technologies to provide a solution that offers multiple benefits for the decommissioning market.'

'The idea of combining our abrasive water jet cutting technology with First Subsea's ball and taper internal lifting tools seemed an ideal solution for our customers,' says JFO managing director, Jack Davidson.

The concept was discussed with a major international oil company and the positive response gave JFO the conviction to proceed with development plans.

Jack adds: 'This partnership with First Subsea strengthens our offering and exemplifies our strategy of bringing new innovative technology to the complex oil and gas market, ICLT also has the potential to service other industries, including offshore wind and transport.'

ICLT is now in use with several international operators and subsea contractors.

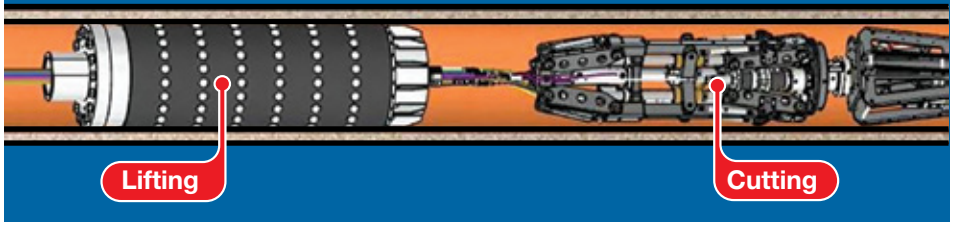
'We realised we could combine two existing technologies to fill a missing link in the cut and recovery process'

Keith Burnett
JFO project manager for cutting work

ICLT: Internal cut and lift tool

James Fisher Offshore and First Subsea partnership

One component system
Ballgrab gripping and recovery technology and abrasive water jet cutting tool combined in one machine to allow cutting and lifting in one operation



Complex dive task completed for Premier Oil

James Fisher Marine Services (JFMS) has been working closely with Premier Oil on a complex diving job in the Balmoral field off the coast of Aberdeen.

The JFMS team was tasked with providing a specialist nitrox diving spread to be launched via a gravity-based launch and recovery system installed on Premier Oil's Balmoral floating production vessel.

Although the JFMS team already performs nitrox diving campaigns (a system which allows divers to spend longer underwater without risk of decompression illness) in the region, this was the first mission to be carried out directly from a client's offshore production facility – through the platform's moonpool.

This demands the installation of a gravity-based launch and recovery system (LARS) on to the platform – something JFMS has championed for both diving and ROV operations in the North Sea.

According to JFMS business development manager, Bob Atkinson this method of delivery offers significant cost and operational efficiencies over using a dedicated diving support vessel and the team is talking to other oil companies about similar work in the future.

Premier Oil's subsea operations manager singled out the efficiency of the JFMS dive team for commendation.

18 divers worked in rotating shifts at depths of 28m to replace 45 sacrificial anodes situated under the platform's pontoons. Each anode is around 1m^2 and weighs 56kg so in order to make handling easier, the JFMS team created a bespoke designed buoyancy installation frame which could support each anode under the water.

JFMS also provided an onshore project management and engineering support team made up of combined resources from its dedicated offshore and subsea operational bases in Lowestoft and Oldmeldrum, Aberdeenshire.

Mimic award for Astute work

James Fisher Mimic (JFM) has received a special commendation award from BAE Systems (BAE) for outstanding performance, professionalism and support.

The award came as part of the annual All Suppliers Forum event, held by BAE and attended by companies in the supply chain of Astute class submarines being built by BAE for the UK Royal Navy.

JFM's flagship product Mimic provides vessel owners and operators with live decision-making data relating to asset condition and operational efficiency. However, the JFM team adapted the Mimic software specifically for the Astute class submarine so it could reside within its platform management system environment without compromising the security required to operate these highly technical and complex vessels.

JFM is continuing discussions with BAE about providing a similar solution for the remaining three Astute class submarines currently being supplied by BAE to the Royal Navy.

Martin Briddon, JFM engineering and business development manager, receives the special commendation award from Jeannette Medati, BAE supply chain director.

Life-saving volunteer motor-cyclists

When he's not working as a warehouse manager for James Fisher Warehousing and Distribution, Dave Shipley spends much of his spare time travelling around the north west of England on his motorbike as part of a volunteer army which transports vital blood supplies and medical equipment for hospitals.

Dave joined Merseyside and Cheshire Blood Bikes six years ago, and is now part of a team of 70 registered volunteer riders who use their own time and fuel to deliver blood, plasma and drugs from hospital pharmacies to hospices and patients in the Merseyside and Cheshire area.

'Between us, we average around 500 runs a month saving the NHS thousands of pounds a year in taxi, ambulance or paramedic car costs,' says Dave.

The group also has eight special bikes funded by charity donations which are decked out in orange and yellow for identification purposes and equipped with a blue light to use in emergencies.

'It costs £5000 a year to keep each of these bikes on the road including insurance and maintenance,' Dave says.

The volunteer group also transports milk and special formula to premature baby units in the area and estimates that over 50% of cancer patients treated at the Clatterbridge hospital have been supported by the Blood Bikes volunteer group 'and they just don't realise it,' adds Dave.

You can make a donation to Merseyside and Cheshire Blood Bikes via their Facebook group: https://www.facebook.com/mcbloodbikes/

Kilimanjaro climb raises charity funds

Ruth Harvey, marketing manager at James Fisher, has raised more than £2000 for charity by climbing Mount Kilimanjaro with her partner, Dan.

The pair embarked on the epic climb last December, taking the tough Machame route over seven days to avoid the altitude sickness that can so often blight climbers.

'Even though we'd been training for eight months with long walks in the lakes, peak district and the welsh hills we had no idea how the altitude would affect us,' says Ruth.

After five days of walking, summit day was a gruelling 14-hour hike. 'We reached the summit at 08:30am, stayed for just long enough to take in the spectacular views, then turned around and scrambled back down the mountain,' she adds.

'It was tough – but definitely worth it. I have been overwhelmed by how generous everyone has been in helping me raise money to support local communities and initiatives there. Thank you all so much.'

The staff at James Fisher's head office in Barrow-in-Furness got together for a fundraising mission recently in support of local charities. A weekly staff health drive, coffee mornings and a raffle raised £513.85 for the local St. Mary's Hospice. Plus a huge hamper of donated food was collected for the local foodbank and Furness homeless shelter before the Christmas holiday period.