

Pelican



Safe submariners

JFD wins extension to major NATO submarine rescue contract: **Page 3**

Quick cutting

Worldwide oil and gas decommissioning success for JFO cutting specialists: **Page 5**

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French dredging

Prolec overcomes travel obstacles for deep digging on the River Seine: **Page 7**

STOP PRESS

Royal Navy diving support contract

JFD has won a multi-million-pound contract to maintain the Royal Navy's life support diving equipment for the next five years. Building on a relationship with the Royal Navy that spans two decades, this contract will see JFD ensuring the Navy's equipment is ready for use.

This includes JFD's industry-leading Shadow rebreather system (a specialised underwater closed circuit life support system). The win confirms JFD's expertise and commitment to capability development and safety improvements in military diving.

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Ship-to-ship services expansion in Brazil

In the face of the global oil crisis, Covid-19 pandemic and challenging weather conditions, Fendercare Marine has won extra business from Repsol. **Full story on page 3**

Kraken: underwater cable care

A newly formed data-specialist company within the James Fisher group called James Fisher AIS (JFAIS) has been working on a sophisticated data model which will offer incredible efficiencies in the maintenance of high-voltage offshore wind cabling. The project, named Kraken because the complex tangle of underwater cables can look like the legendary multi-limbed sea monster when viewed from above, could transform underwater cable maintenance for offshore wind customers, and has already been well received within the industry.

Over recent years teams within the James Fisher group have been considering different ways to make use of the enormous swathes of data produced by the various companies in the group. In 2018 tech giant,

Working with IBM to harness the power of data to create insight and cost-saving solutions

IBM was chosen as a partner on a project to investigate the potential opportunities presented by that data. Then, last year, key technology experts from across the James Fisher group were brought together with teams from IBM for a large design thinking workshop which hypothesised on the potential benefits of dredging up siloed data from across a myriad of organisational sources.

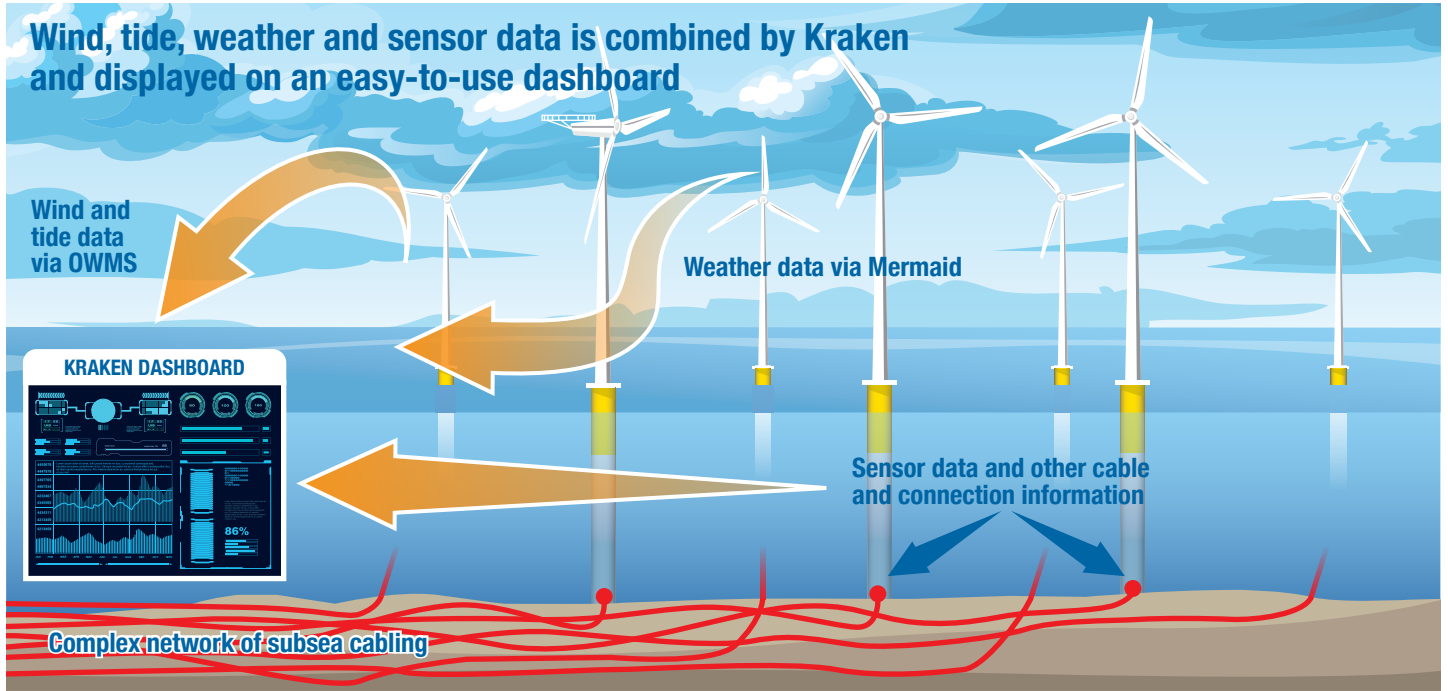
Sean Huff, managing director of JFAIS, explains the partnership with IBM is, 'all about trying to aggregate some of the data James Fisher has across industries and

make sense out of it.' The goal was, and continues to be, transforming data into valuable information to solve problems.

Subsequently, the group's offshore wind high-voltage business emerged as a strong potential area for data modelling. 'Kraken was developed as a means of applying data science techniques to problems encountered in high-voltage monitoring and predictive maintenance for offshore wind,' explains Bill Ballew, head of innovation at JFAIS.

Over a 12-week period, he and the team from JFAIS worked closely with IBM's Data

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Kraken: underwater cable care

Elite Team to create a viable product.

The concept was for Kraken to combine the condition monitoring aspects of the data gathering systems and sensor feeds from any wind farm with a 4D component that will determine the rate of development of anomalies within the high-voltage systems and so, help to plan interventions. By adding in weather windows from Mermaid (cutting edge weather monitoring software) as well as manifest building and routing optimisation from OWMS (the acclaimed marine management system), Kraken should then allow for cradle-to-grave planning and execution of offshore operations.

For the Kraken prototype, data was

transposed into 'data visualisations', delivered as insights which provide at-a-glance information via an easy-access 'dashboard'. The team was able to show that the system enables an asset manager to assess subsea cable risk and determine maintenance schedules without any need for diver inspections. A dashboard can be used to drill down for live updates of the health of a cable, account for anomalies, and view predictions for potential risk to better plan for cable maintenance and continuity.

Most importantly, the team was able to show that insight gained through data visualisation and predictive maintenance could ensure interruptions to energy utility services – when relaying generated power from the offshore wind farms back to consumers on land – were kept to an absolute minimum. The ability to make predictions about these cables

remotely – despite their restrictive location hundreds of meters below sea level – is an invaluable asset.

Bill explains: 'When you can combine all sensor data about any offshore asset, with weather predictions (via Mermaid) and wind and tide patterns (via OWMS) you can start to make significant cost savings by fine-tuning maintenance visits and then scheduling vessel hire in advance.'

When the Kraken concept was presented to an audience of offshore wind industry clients and participants including representatives from major wind farm giants such as industry representatives from SSE, EDF, Vattenfall and TenneT, the reaction was positive.

'We are extremely optimistic about the potential of data modelling systems like Kraken,' says Bill. 'In fact, we envision a future where our suite of leading edge, modular applications will be the methodology of choice to drive efficiency and profitability into the offshore wind market as it grows and further matures over the coming 10 years.'

The JFAIS team is also working with IBM to apply data visualisation to other areas of business within the James Fisher group. 'The IBM collaboration has made it possible to start bringing the many data streams created by the various companies within the James Fisher group together to form 'models' which help users visualise or predict what's happening or what might happen in the future,' says Bill.



See how the JFAIS team worked with IBM to develop Kraken

Covid-safe testing at Mermaid

A team from EDS HV had to rapidly adjust to the challenges of working during lockdown to complete a termination and testing project on the Mermaid concession of the SeaMade offshore wind farm off the coast of Belgium. Working closely with Hellenic Cables and SeaMade the teams acted swiftly to ensure the first phase of the project was completed on schedule.

EDS HV secured the contract with Hellenic Cables before the Covid-19 outbreak, and work to test and terminate export cables was scheduled to start on the Mermaid concession, located 54km off the Belgian coast, by the end of March.

However, when lockdown restrictions were announced the team had to act swiftly to ensure the first phase could be completed with minimal risk to everyone involved.

The seven engineers and their supervisor spent several days in isolation before starting the project, additional living quarters were built for them on the platform and work was arranged in shifts to minimise contact.

Lee Glendening, termination and testing business manager at EDS HV, says: 'Our engineers are used to working in demanding environments and our robust project management systems means we can adapt to ensure no compromise to safety.'

Keeping submariners safe

Strong relationships and impeccable safety records mean full responsibility for the NATO Submarine Rescue System has been extended to 2023

JFD has been awarded a three-year extension to the contract with the UK Ministry of Defence (MoD) for the provision of the NATO Submarine Rescue System (NSRS) in a move which cements JFD's position as one of the world's forerunners in submarine rescue.

'We are extremely proud to have secured this contract extension after five years of hard work building strong relationships with the UK MoD and the participant nations of France and Norway,' says Danny Gray, interim managing director at JFD. 'This extension reflects the MoD's confidence in our ability to keep submariners safe, as well as the diligence with which we delivered the initial agreement.'

'Our heritage is built on world-class safety and we are pleased our team's extensive knowledge and unwavering commitment to the highest possible standards of equipment maintenance, operational delivery and training continues to impress,' Danny adds. 'We look forward to continuing our work with the NSRS Authority and will ensure we are constantly advancing processes, equipment and training to assure the quality of the capability.'

JFD has a strong legacy as an operator of submarine rescue systems and has been an integral part of the UK's submarine rescue provision since 1983. The company has been at the heart of the NSRS since it came into service in 2008 as both an operator and equipment manufacturer. JFD was then awarded an initial five-year contract by the UK MoD for the provision of

the NSRS in July 2015, and this extension means work will continue until 2023.

The contract encompasses all aspects of NSRS operation and through-life support, including the delivery of 'rescue ready' capability 24 hours-a-day on 365 days of the year, the provision of trained teams to conduct any rescue, extensive training plus engineering and technical support, full maintenance and servicing and access to the National Hyperbaric Centre.

Richard Devlin, head of defence sales, JFD, adds: 'The decision by the MoD to extend the contract with JFD is testament to the depth of expertise, the quality of our training and the support infrastructure we have built, based on our strong foundations in submarine rescue.'

JFD award winners

JFD is delighted to have been awarded the prestigious health, safety and environmental (HSE) innovation award for its Compact Bailout Rebreathing Apparatus (COBRA) system at the 2020 Offshore Achievement Awards. 'The development of COBRA required an enormous team effort from design concept to production but we remain unrelenting in our pursuit to drive up safety standards across the offshore industry, even in the face of significant economic pressure resulting from the drop in oil price and onset of Covid-19 and we continue to push the boundaries of subsea diving innovation, aspiring to drive efficiencies as well as potentially saving lives in emergency situations,' says Danny.



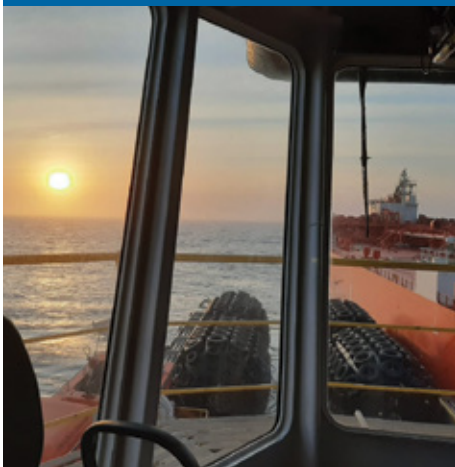
JFD conducting NSRS training exercises

'We are extremely proud to have secured this contract extension after five years of hard work building strong relationships with the UK MoD and the participant nations of France and Norway.'

Danny Gray

Interim managing director at JFD

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Ship-to-ship oil contract extension

Fendercare Marine in Brazil celebrated the extension and expansion of an important contract with oil giant Repsol Sinopec Brasil (Repsol), to supply ship-to-ship (STS) services for crude oil trans-shipment. The contract, which was due to expire in April 2020, was extended to September with an 80% increase compared to what had been budgeted for this period.

'Repsol is one of our cornerstone clients in Brazil and we have developed a very strong relationship in the four years we have been working together,' explains Fendercare STS regional manager Thiago Ribeiro. 'The weather and sea conditions off the coast of Brazil make this one of the most challenging

locations in the world to provide STS but we have an impressive safety track record here and clients trust us to deliver.'

The team was concerned that the global Covid-19 pandemic and subsequent fall in oil prices might make contract negotiations challenging: 'We certainly expected to see a drop in the number of operations, especially during winter, when sea conditions are worse,' says Thiago, 'However after several online meetings with both the supply chain and customer, our team negotiated terms which offered great value to Repsol and we were rewarded by an increase in work, even during the Covid-19 pandemic, oil crisis and a challenging season.'

Rear Admiral Andy Kyte



Strategic Command
Defence Support

Beyond the call of duty

MoD letter of thanks for selfless actions of the Raleigh Fisher crew

14 members of crew on board the tanker vessel Raleigh Fisher have received personal letters of thanks from the Ministry of Defence (MoD) in acknowledgement of the extended service many of them were required to work during lockdown.

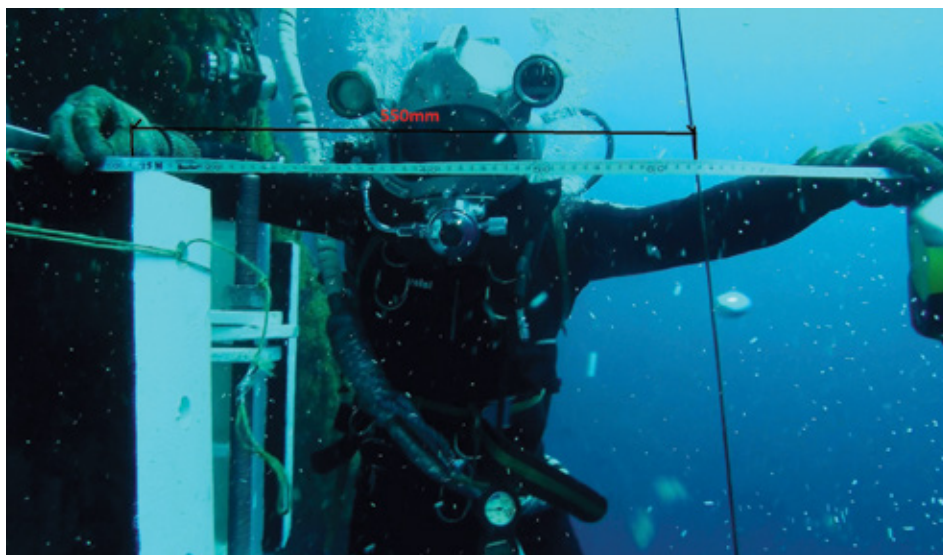
In mid-March, due to the Covid-19 pandemic, travel restrictions meant the crew was not able to be changed as planned. This unfortunately meant that, at that point, some of the crew had been on board since November 2019.

Undeterred, the Raleigh Fisher continued its cargo voyages within the Mediterranean, calling at seven different locations. Finally, by the end of May the MoD was able to put special arrangements in place to allow a crew change. At that stage, some of the crew had been on board for six months.

The letter from Rear Admiral Andy Kyte, assistant chief of the defence staff (logistics operations) expressed 'sincere gratitude for the efforts of you and your loved ones in support of the United Kingdom's armed forces during this extraordinary period of Covid-19.'

He noted that, despite everything, the Raleigh Fisher 'continued to operate at her usual high tempo' and added: 'I know from experience that long and uncertain periods at sea, away from loved ones and without the respite of shore leave weigh a heavy toll on any seafarer and those we leave behind. I greatly appreciate your service afloat during these extraordinary times.'

Captain Andrew Frost, who was in charge of the Raleigh Fisher during the period, says: 'It was great to be appreciated for our work in these strange and trying times. The whole crew continued to work to the highest standards throughout, even with the uncertainty.'



Expansion and diversification for Brazilian colleagues

One year after its merger into the James Fisher group, the Brazilian subsea engineering and diving company, Servicos Maritimos Continental (SMC) is expanding with a diversified portfolio of international customers.

Before the merger, an estimated 81 percent of SMC business sat with oil major, Petrobras, but the team has now acquired new customers including Perenco and Total.

'Our partial acquisition with James Fisher group has had a great impact on our customers, allowing us to offer more reliability and the diversification of our services,' says Sylvia Ritzmann Cabrera,

financial director of SMC. 'We aim to offer solutions for our customers, helping them to meet the challenges of maintaining and inspecting their assets, particularly in difficult to access locations.'

'We also noticed a significant market change when Petrobras started to sell its mature fields – a move which is bringing new customers in our direction,' Sylvia adds.

'A strategic plan developed within the JFS group is allowing us to tap into group resources and expertise – the merger could not have happened at a better time,' says Afonso Ritzmann, chief executive officer of SMC.

New lease of life for veteran vessels

Two veteran vessels in the James Fisher fleet have been extensively refitted and refurbished as part of a bid to ensure they can continue serving customers safely and efficiently for another two years.

The Mersey Fisher and Thames Fisher have been working hard over the last 23 years to fulfil busy schedules, often in extreme and challenging environmental conditions and achieving quick port turnarounds to ensure efficient deliveries to customers. The vessels were due for retirement but will now continue to trade carrying clean petroleum products from refinery to storage facility on the east coast of the UK at least until they are 25.

'A trading life of 23 years is on the upper end of normal in terms of oil major acceptability in north west Europe, but the fact that both Mersey Fisher and Thames Fisher have been accepted to trade up to the age of 25 is a testament to the excellent safety record and ongoing performance of



these vessels and their crews,' says Mark Armistead, fleet manager at James Fisher Shipping Services.

This summer, the Mersey Fisher underwent a two-week intense maintenance programme and drydock to pass a full health check with flying colours, and the Thames Fisher spent six days in Sunderland having a refit to her machinery and cargo equipment, as well as fresh paintwork to her superstructure and cargo deck.

Both are now back operating between Immingham and the Scottish ports of Aberdeen, Peterhead and Inverness.

Subsea cutting under ultra-high pressure

Super-fast subsea cutting equipment mobilised from regional centres brings decommissioning work for JFO

James Fisher Offshore (JFO) teams are working on a suite of high-profile oil and gas decommissioning contracts worldwide, secured thanks to the regional location of expertise and equipment.

With JFO facilities in Malaysia, Dubai, Houston and Mexico, the powerful and effective ultra-high-pressure abrasive water jet cutting (AWJC) system can be brought into action at short notice. This is enabling JFO to contribute to the Oil and Gas Authority's target of 35 percent cost savings for customers across all decommissioning projects.

Major decommissioning projects in the Kingdom of Saudi Arabia and the UK have been ongoing throughout the Covid-19 pandemic, and the team recently completed work on projects in Malaysia and Thailand ranging from well severance to platform pile severance.

The company has invested in permanent facilities for each region and can ensure that a local team is always on-hand to communicate with customers throughout all stages of project delivery. 'We have been building and staffing facilities in key areas over the last few years and have now created a strong reputation for being able to move equipment and expertise quickly and cost effectively between locations,' says Jack Davidson, managing director of JFO.

By collaborating with customers and operators, JFO also recently adapted its approach in response to Covid-19, enabling its field engineers to complete

work effectively while adhering to social distancing measures.

UNITED KINGDOM

In the UK, JFO teams have been working in the Viking field off the Lincolnshire coast performing critical path well severance in water depths of 70-100ft. The contract forms part of a field decommissioning project for subsea construction company, Rever Offshore.

'This is the first well severance scope we have been asked to complete for Rever Offshore,' says JFO project manager, Keith Burnett, 'but it comes on the back of existing decommissioning work we have been successfully completing for this customer for some time.'

JFO was able to successfully demonstrate its ability to swiftly cut multi-string conductors in one pass, by providing real-time cut verification (to show exactly when the tool is cutting).

MALAYSIA AND THAILAND

The JFO team in the Far East has just completed an oil well severance contract at the Sepat field 200km off Kuala Terengganu on the Malaysian peninsular. The contract was won on the back of a live video streaming exercise which saw the JFO team demonstrating the superior cutting prowess of the AWJC system. The challenge was to cut a 36-inch conductor plus casings at six metres below the mudline, and the team carried out two successful trial cuts.

The same live video streaming technique



was used to secure a second contract for a contractor in Thailand, and the team successfully removed seven rig jackets there, transporting them to ecological reefing sites.

SAUDI ARABIA

A twelve-month project at the Safaniya Oil Field in the Kingdom of Saudi Arabia for National Petroleum Construction Company (NPCC) has just been completed by JFO teams in the Middle East.

JFO organised the full decommissioning for 12 slipover jackets, overcoming unexpected obstacles as they did so. 'A number of the jacket legs had two-inch grout lines within the piles that caused an initial obstruction for cutting,' explains Ross Anderson, regional manager for the Middle East at JFO 'But we were able to mitigate risk, avoiding delay and associated cost by quickly engineering a solution utilising equipment already on-board.'

Keeping the blades turning

James Fisher Marine Services (JFMS) has landed a contract to deliver specialist blade maintenance and repair services for turbines on Vattenfall wind farms across Northern Europe.

The two-year contract, which covers nearly 50 onshore and offshore wind farms, will ensure the ongoing operational effectiveness and safety of over 900 onshore and offshore wind turbines by providing blade maintenance and repair on turbines in the UK, Denmark, Germany, the Netherlands and Sweden.

JFMS is one of three firms involved in the framework agreement alongside GEV Wind Power and Danish Blade Service, with

the team's specialist blade repair subsidiary, Rotos 360, taking centre stage responsibility for inspection, repair and maintenance of the turbine blades to help optimise wind farm performance.

'Since James Fisher's acquisition of Rotos 360, which comprises a team of highly skilled and experienced specialists offering industry-leading complex blade repair services, we have been helping to optimise the topside performance of offshore wind projects all around the UK,' says John Galliford, operations director at Rotos 360.

'The cornerstone of this has been the use of the latest innovations available to the industry, incorporating the deployment

of platforms, advanced use of composite technology and the ability to offer seamless marine solutions, in a bid to better identify and repair damage, excessive wear and other potential issues that can affect the performance of wind turbine blades.'

The UK government's Offshore Wind Sector Deal established in 2019 defined specific targets regarding offshore wind deployment to encourage the creation of tens of thousands of jobs and the employment of a diverse and skilled workforce. As JFMS has bases in Lowestoft and Grimsby, this agreement with Vattenfall is expected to help support job creation in the East Anglia and Humber regions of the UK.

Under the surface with:

Eoghan O'Lionaird

chief executive officer of the James Fisher group

We meet Eoghan O'Lionaird, chief executive officer at James Fisher who is leading the group into an exciting post-Covid future

Tell us a bit about yourself

I was born and brought up in County Cork in Ireland, one of 12 children, all Gaelic speakers. Now I live in Surrey with my wife, two children (a daughter aged 16 and a son aged 10) and our recently acquired dog. We love theatre and opera and I enjoy nothing more than cooking a big Sunday roast and sitting down together for an extended chat.

How did you come to join the James Fisher group?

It was a long and winding road that led to James Fisher! I'm an engineer by trade and my first job straight after college was for a mining company, Mitsui Kinzoku, in Japan. At that time English wasn't commonly spoken in Japan and out of necessity I became fluent in Japanese, spending ten years in all with the company, working also in the USA and Thailand.

Since then, my career has taken me all over the world, working at Philips and Danaher, and latterly Spectris. As for many people these days, this meant spending lots of time travelling and living away from home. When I was approached by James Fisher last year I really liked the people I met and became somewhat bewitched by the James Fisher story. I was drawn to the challenge and opportunity to help chart the way forward for a 172-year-old company that has successfully reinvented itself many times over the decades. So, we packed up and moved lock, stock and barrel from our base of twenty years in the Netherlands, and we couldn't be more delighted that we did!

Tell us about your job?

It would be easy to think of my first 12 months as CEO as being a year of two halves: pre-Covid and then the lockdown period. But although there is no doubt that these are challenging times, we have made a name for ourselves by doing the things other



companies find hard, and we do it safely and efficiently. The pandemic has allowed us to prove just how good we are at what we do. I am surrounded by a very capable executive team and the managing directors of the 20 different businesses which make up the group have been remarkable throughout. They are just the tip of the spear – it has been quite humbling and energising to see how well everyone has adapted to the new realities this pandemic represents. When Covid-19 struck, we established our priorities to keep our people safe, preserve as many jobs as possible, and to protect the interests of the company. Over the last few months we have shown just how powerful it is when we all work together to those common goals and we find ways to operate beyond what we would have believed possible a year ago.

What do you enjoy most about your job?

The people. Without a doubt. I find myself in awe of the knowledge, the focus, the resilience – and the humour of folks across the group – there isn't a day we don't share a good laugh together! This really is a hugely enjoyable environment to work in. James Fisher is made up of people who know very well that they are doing the jobs others find difficult – whether that's nuclear decommissioning, operating at great depths or in harm's way on the high seas – and it takes a special class of person to do the things we do here – safely and efficiently, every time.

What does the future hold?

Right now, and into the future, our main objective remains to keep our people safe, come what may. For the first time in a few years, we are going through a group-wide strategic review. This will help inform

decisions on which markets are core for us, as well as those that may be non-core, and will help direct investments in the future. We are also working hard to rearticulate the purpose for the James Fisher group – our 'North Star,' which guides our decisions and explains why we exist. Following on from that, we will take time to identify the values and behaviours which reflect the best of James Fisher's people. This, I believe, is an important piece of work – everyone wants to feel that they are part of something greater than themselves, contributing to good outcomes for ourselves, certainly, but for others, too.

Another area of focus for me and the executive team is diversity and inclusion. To state the obvious: half the world's intelligence and ingenuity rests with women and we are not serving our best interests if we don't get more women on board. As for many of our peers, there is much to be done here in James Fisher to ensure our workforce reflects the diversity of the communities in which we operate. More broadly, every employee of James Fisher should feel at home here, irrespective of their gender, sexual orientation, race or religious beliefs – and we are determined that this will be the case!

Beyond that, I'm looking forward to the day we can again travel more freely, to visit in person with our operating companies and our customers – there's still much to do, a lot to learn and loads of fun to be had along the way!

A helping hand for new Windermere vessel

A modern passenger cruiser offers all-weather luxury and comfort for visitors to Windermere

When Windermere Lake Cruises decided to supplement its existing fleet with a modern new vessel to help showcase the beauty of the English Lake District to visitors from all around the world, it picked James Fisher Shipping Services (JFSS) as a partner to oversee the entire project.

The JFSS team has been involved at every stage of the vessel procurement process and initially advised on commercial aspects, such as specification writing, shipyard selection and contract negotiation. Since the contract was awarded to Damen Shipyards Gorinchem BV in September 2018 JFSS has provided technical advice and assistance, which included a specification review plus input into design, engineering, and plan approval.

Once the build started, JFSS acted as the owner's representative, offering technical support and guidance, on-site supervision for the construction of the hull and machinery, overseeing other building works, organising tests and trials, and checking

'We have considerable expertise in overseeing newbuild projects, for our own vessels and for customers, so we were delighted to work on this prestigious project.'

Iain Salter

Project manager for Windermere Lake Cruises



every detail right up to the vessel's handover in early October 2020.

Nigel Wilkinson, managing director of Windermere Lake Cruises says: 'Involving JFSS from the outset was a very good decision and its support has been invaluable from projection conception to delivery.'

'It is more than 80 years since a large vessel was delivered onto the lake, and WLC recognised that it needed external support to supplement its own knowledge,' says JFSS project engineer Iain Salter.

'We have considerable in-house expertise in overseeing newbuild projects, for our own vessels and for customers, so we were delighted to work on this prestigious project. This is one Cumbrian based business supporting another.'

The MV Swift, which has a passenger capacity of 300, has been designed to look like the traditional 'steamers' which have carried passengers around Windermere since the mid-nineteenth century but she is slightly shorter in length so she can call at smaller piers and jetties on the lake.

As WLC runs services 364 days each year, Swift has been specifically designed for all year-round use with an upper deck that can be operated as either an 'open' or 'closed' cabin depending on the weather, to improve visitor experience. The vessel is also equipped with automatically demisted main cabin windows, 'as it does occasionally rain in the Lake District,' says Iain (who lives locally).

'Swift is equipped with facilities that scrupulous visitors to the Lake District now expect as standard, together with 21st century levels of accessibility,' Iain adds.

Work on the project stopped during lockdown but recommenced at the end of May 2020. 'It has been quite a rush to meet the handover deadline and timings have been complicated by much of the supply chain being outside of the UK. However, everyone has risen to that challenge and WLC has received a very high-quality vessel, finished in difficult times,' Iain adds.

'We are delighted with the support that we have received from JFSS during the three-year vessel procurement process,' adds Nigel. 'This is a major project for a business such as ours, and it has had to run alongside our day-to-day operations. We have received a high-quality vessel to be proud of and, importantly, she was delivered within budget and will be available to improve the visitor experience from the autumn.'



Maintaining workflow on the River Seine

It was business as usual for the James Fisher Prolec team throughout lockdown, as it progressed a dredging project on a section of the River Seine in France.

The work, for French marine and river works company VINCI Construction Maritime et Fluvial (VCMF), required an area of the river at the Barrage des Poses dam to be dredged. But with lockdown in place on both sides of the Channel, the Prolec team had to come up with a solution which could overcome enforced travel limitations while still meeting VCMF's challenging project schedule.

Prolec's advanced PCX solution was selected, specified and tailored to meet VCMF's needs, and the team picked machine control specialist Tolk & Dusterhus (T&D) which has installed Prolec equipment across Germany and the Netherlands, as a partner. T&D was able to install the system and implement it seamlessly with VCMF's pre-existing GPS solution and machine configuration. Importantly, T&D also handled all travel restriction documentation, thereby minimising the risk of potential lead-time disruptions.

'We were confident that T&D's experience with PCX and GPS solutions made it an ideal choice,' says Chris Mead, senior software technical lead at Prolec.

VCMF's dredging operations now benefit from the superior accuracy and productivity of PCX, which mitigates the risk of over excavation and costly reworks.

The customer has been delighted with the resourcefulness shown by the Prolec team in overcoming the many obstacles presented by Covid-19: 'We found James Fisher Prolec to be highly organised and efficient. The skilled engineering team completed the system's delivery and installation quickly and effectively to minimise downtime for our operations', adds Benjamin Peltier, equipment manager at VCMF.

Remembering Roger Chapman, the grandfather of submarine rescue

Roger Chapman holds legendary status in the history of James Fisher. His unparalleled knowledge and expertise in submarine rescue formed the foundation for JFD's now world-renowned submarine rescue capability, and it is with great sadness that we learned of his death on 24 January, at the age of 74.

Roger was a highly qualified Royal Navy submariner but deteriorating eyesight forced him to leave the service, and he left to work for Vickers Oceanics in Barrow-in-Furness, where he operated and maintained Pisces Manned Submersibles. He went on to establish Sub Sea Surveys Ltd, which introduced the first UK all-electric ROV (remotely operated underwater vehicle), establishing the work class ROV as an offshore tool, and later Rumic to pioneer a new generation of manned and unmanned submersibles to provide subsea services and operations to the offshore and defence industries. In 2005 Rumic was acquired by the James Fisher group to form the core of a new division, latterly becoming JFD.

However, Roger will always be remembered for being at the centre of one of the most dramatic international rescues in history, which happened nearly 50 years ago during his time at Vickers Oceanics.

On the 29 August 1973 Roger Chapman, then 28, and his colleague, Roger Mallinson, 35, began a routine dive in a Pisces III submersible. They were working 150 miles south west of Cork in Southern Ireland laying a transatlantic telephone cable. The job entailed an eight-hour shift in the six-foot diameter submersible. At



Roger Chapman (right) with The Princess Royal, Princess Anne

the end of their shift, as the submersible was ready to be lifted out of the water and towed back to the ship, the towline caught on a hatch door, wrenching it open and causing it to invert and sink to the seabed 480m below with both men on board.

A rescue mission began and 76 hours later, Pisces III emerged from the water, with both pilots still alive but with only 12 minutes of oxygen left. Their plight made headlines across the world.

As a direct result of the Pisces III rescue, rapid development and progression of submarine rescue solutions have occurred with many navies around the world employing these new methods. Roger was appointed CBE in recognition of his achievements in the field of submarine rescue.

'An inspirational leader, Roger is remembered as being kind, funny and fantastic company,' says John Paul McCarroll, commercial director at JFD. 'We will remember Roger fondly and maintain the values that he held dear in everything we continue to do to protect the lives of submariners at sea.'

Robert Breckenridge



Robert Breckenridge very sadly passed away in May after contracting Covid-19.

Robert, 64, played a key part in JFD's success at Inchinnan, and at its old Renfrew facility. He joined the company in early 2014 but in 2008 part of his work for Ferguson Shipping had included a period on secondment to JFD in

Singapore on the installation and commissioning of the DSAR-6 submarine rescue vehicle.

At JFD full time he started as a pipe fitter, progressing to senior mechanical technician. He was lauded for his determination and ability to take on almost any job and complete it to a high standard. Many of the younger team members at Inchinnan benefited from watching him at work, and his can-do attitude and high standard of work made him an excellent mentor as the team grew.

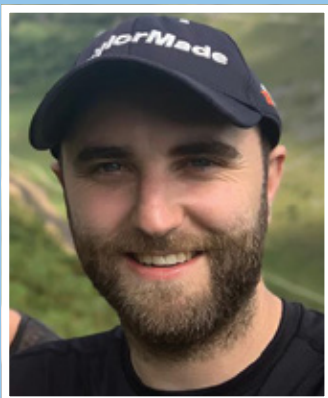
Sir David Hardy



Sir David Hardy, who died aged 89 in April 2020 and who was knighted for his role in the development of London's Docklands Light Railway, is remembered with affection by James Fisher because he was a long-serving board member – and briefly chairman of the group in 1993.

He went on to serve as a trustee of the Sir John Fisher Foundation which was created to support maritime causes, medical research and community projects in the North-West, until retiring in 2015. 'His experience, opinions and knowledge provided huge benefit to the board,' says Michael Shields who served on the board and as a trustee with him, 'as a trustee he was well informed, interesting and unfailingly generous. His personality, knowledge, encouragement and kindness are fondly remembered.'

Putting their best feet forward to raise funds for charity



Fundraising for life-changing surgery:

Andy Taylor, subsea project support at James Fisher Marine Services has participated in a number of charity events this year, including walking the Pennine Way, to raise funds for his sister's life-changing surgery.



Battling extreme weather conditions on the West Highland Way:

On 29 August, Gillian Love, India DSRV project coordinator at JFD completed the West Highland Way, a 96-mile hiking route from Milngavie in Glasgow to Fort William in the Scottish Highlands, in aid of Macmillan Cancer Support.