

PRESS RELEASE 8.3.2010

AKER ARCTIC AND ELOMATIC DESIGNING NEW COAST GUARD OFFSHORE PATROL VESSEL FOR THE FINNISH BORDER GUARD

The Finnish Border Guard has commissioned Elomatic jointly with Aker Arctic for the concept design, feasibility verification and basic design of a new border patrol vessel. Elomatic will cooperate closely with the Client and Aker Arctic Technology Inc in the design process.

The Finnish Border Guard and the Finnish Environment Institute (SYKE) launched the project together. The project goal is to improve Finland's year-round rapid response capacity for oil spills, border control and marine safety operations.

The Finnish Border Guard has in cooperation with other authorities set out performance specifications for the vessel. Border patrol and marine safety operations require improvements to the performance of current equipment. The vessel will be designed to be versatile in order to perform rescue, patrol, security and coastal defense duties. The vessel will be used for border patrol, sea rescue, environmental and natural resource monitoring, oil spill control in the open sea, international operations, marine research and other cooperative tasks between authorities. Goals for the design task are:

- Excellent seaworthiness
- Sufficient speed (about 18 knots)
- Efficient surveillance and communication capacity
- Efficient self protection and outfit for the special tasks
- Ability for oil spill collection also in winter conditions
- Capacity to collect and carry 1200 m³ of recovered oil/chemicals
- Capability to operate in a chemical disaster
- Emergency towing capacity up to 100 tons
- Provision of helicopter landing facility
- Launching and lifting of auxiliary craft in any sea state

Special attention is being paid to the vessel's environmental friendliness, low emission levels and energy efficiency. The possibility of fulfilling strict exhaust gas emission requirements by LNG fuelled machinery is currently also being studied.

The joint Aker Arctic and Elomatic work aims at completing the technical documentation to a level allowing for tendering for the construction of the vessel later this year. The goal is to have the vessel in operation in 2014.

Aker Arctic and Elomatic have in recent times been co-operating in several ice-going vessel projects led by AARC. This is the first joint project led by Elomatic with complementing expertise support by AARC, which is responsible for the hull form, especially in regard to hydrodynamics, seaworthiness and ice performance, and development of the propulsion concept.

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