Drawing of the GPA 640 PSV ordered by Trico Marine

Two GPA 640 PSVs for Trico Marine

Houston-based Trico Marine Services has ordered two of the well-proven GPA 640 Platform Support Vessels (PSV) designed by Guido Perla & Associates (GPA).

Each of the DP2-certified vessels, measuring 64 metres in length, will employ three diesel-powered generators consisting of two 1,825 kW generators powered by 16-cylinder Cummins QSK60 D(M) engines and one 910 kW generator powered by a Cummins KTA38 D(M) engine. This engine configuration has demonstrated excellent flexibility and fuel savings as one or more of the generators can be shut down for stand-by or slower moving operations such as seismic or cable-laying that is often required of this type of vessel.

A distinctive feature of the GPA 640 PSV, which will be constructed at Bender Shipbuilding & Repair Co. in Mobile, Alabama, is an additional deck level that provides increased accommodation for client personnel, making the vessel attractive for global deployment, including specialized disciplines such as subsea, seismic and ROV applications. Trico Marine is scheduled to receive the first newbuilding in March 2008.

First of GPA 654 PSVs launched

Bollinger Shipyard in Lockport, LA, has launched the first of ten GPA 654 PSVs ordered by Rigdon Marine in January 2006. With this multi-vessel order, Rigdon's GPA (Guido Perla & Associates, Inc) -designed fleet has increased to 20 PSVs, including 8 GPA 640s.

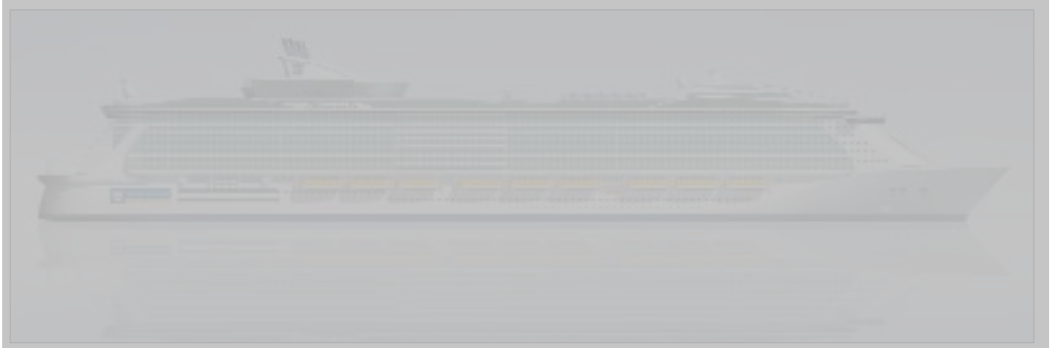
First of the Rigdon's GPA 654 PSVs being side-launched at Bollinger shipyard

The design of the DP2- and FFV1-certified GPA 654s, measuring 54 metres in length, incorporates greater operating efficiency compared to similar sized vessels. Increased cargo capacities resulting from locating propulsion generators above the main deck as well as reduced construction cost due to simplified construction methods.

Destined to serve deepwater offshore operations, the GPA 654s are capable of carrying 144 cubic metres of bulk material and 652 cubic metres of liquid mud in self-cleaning oval tanks. As a result of the vessel's diesel-electric propulsion configuration, fuel efficiency is increased resulting in cost savings, lower emissions and higher reliability.

Upon delivery of the last of the ten vessels, the number of GPA 654 PSVs operating worldwide will increase to 34 vessels, including 24 currently under construction at Dayang Shipyard in China for Bourbon Offshore.

Another Genesis for Aker



Profile drawing of the Genesis class mega-cruiseships ordered by RCCL

Royal Caribbean Cruises Ltd. (RCCL) has ordered another Genesis class mega-cruise vessel from Aker Yards at a cost of approximately EUR 900 million ($1.2 billion). The contract is subject to final confirmation of buyers financing.

The second 220,000 gt 'Project Genesis' vessel will be delivered from Aker Yards, Finland, in August 2010. "Genesis is a big challenge for us, when it comes to size and complexity in the numerous technical innovations. But we are well prepared and enthusiastic when taking on this challenge", says Yrjö Julin, President of Aker Yards, Cruise & Ferries. "Breathtaking might be an understatement of this giant being 36 m longer than the height of Eiffel tower and weighing 12 times more than the tower."

Aker Yards in Finland and its predecessors has over the last 38 years delivered 24 innovative cruise ship newbuildings and there are a further four cruise vessels in the orderbook for 2007-2010 deliveries. One of them, *Liberty of the Seas* is leaving the Turku yard in a few weeks and is the second in the 'Freedom' series, currently the world's largest cruise vessels. 'Genesis' will be 43% larger, with a length of 360 metres, width of 47 metres and accommodating 8,400 passengers and crew.