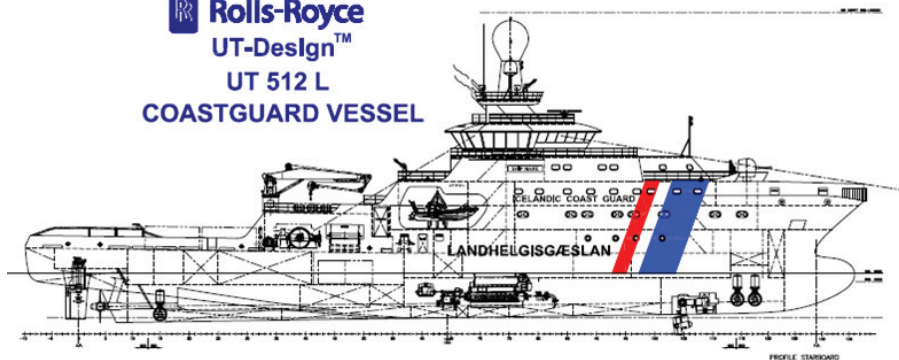


THE ICELANDIC COASTGUARD VESSEL ÞÓR (THOR) PRINCIPAL SPECIFICATIONS:

- Length overall: 93.80 m
- Gross tonnage: 4,049 tons
- Breadth moulded:..... 16.00 m
- Speed: 19.5 knots
- Bollard pull: 120 tons
- Max. draught: 5.80 m
- Accommodation:..... 48 persons

 **Rolls-Royce**
UT-Deslgn™
UT 512 L
COASTGUARD VESSEL



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ICELANDIC COAST GUARD

THE COASTGUARD VESSEL ÞÓR



THE DECISION

On 4 March 2005, the Government of Iceland approved a proposal by Björn Bjarnason, Minister of Justice and Ecclesiastical Affairs, regarding the purchase of a new vessel and aircraft for the Icelandic Coast Guard. It was realised that a decision needed to be taken urgently and followed up with measures to ensure maximum utility value and the most advantageous commercial terms.

NEEDS ANALYSIS

A needs analysis for the purchase or hire of a multi-purpose coastguard vessel and aircraft for the Icelandic Coast Guard was submitted on 31 September 2005. The main demands were that the vessel should be designed for rescue work and patrolling, pollution prevention, fuelling a search and rescue helicopter in flight and meeting civil defence requirements anywhere around the country. In addition it was to be equipped for response to, and prevention of, terrorist threats and be suitable for operations involving the police or customs authorities,

and for all types of rescue and salvage work. The bollard pull of the vessel was to take account of the greatly increased volume of passenger and cargo shipping in Iceland's economic zone and coastal waters.

TENDER

Applications to participate in a closed tender for the building of a new vessel for the Icelandic Coast Guard and Ministry of Justice were opened at the State Trading Centre on 12 January 2006. Applications were received from 15 parties in 12 countries.

BIDS RECEIVED

SIMEK	33.100.000 €
Peene-Werft	36.800.000 €
Damen	30.600.000 €
Asmar	27.261.000 €
Asmar Bid No. 2	27.863.000 €

SIGNING OF THE CONTRACT

The contract for the construction of the new vessel was signed on 20 December 2006 by

Björn Bjarnason, Minister of Justice, Árni M. Mathiesen, Minister of Finance, and Georg Kr. Lárusson, Director of the Icelandic Coast Guard, and by Carlos Fanta de la Vega, Admiral of the Chilean Navy and Director of the ASMAR shipyard in Chile. The State Trading Centre, and representatives of the Ministries of Justice and Finance, and the Icelandic Coast Guard, were involved in negotiating the contract terms.

COMMENCEMENT OF CONSTRUCTION

Construction of the new vessel for the Icelandic Coast Guard began on 16 October 2007.

LAUNCH

The new multi-function vessel was launched on 29 April 2009 at a ceremony at the ASMAR naval shipyard in Chile. The vessel was named ÞÓR (Thor), the name of one of the gods in Nordic mythology.

A LAST-MINUTE SETBACK

A violent earthquake, measuring 8.8 on the Richter Scale, struck off the coast of Chile on 27 February 2010, followed by an immense tsunami which caused immense destruction and damage along the west coast. The ASMAR shipyard in Talchuano, where the Þór was under construction for the Icelandic Coast Guard, sustained severe damage.

DELAYS

As a result of the earthquake and the tsunami, delivery of the vessel was delayed by more than a year. The shipyard itself had been badly damaged, but when the vessel was taken into dry dock two months after the catastrophe, experts were surprised to find that it had suffered relatively little damage.

CREW AND LIFE-SAVING EQUIPMENT

ÞÓR will have a crew of 14-48 persons. There will be life-saving equipment for 48 persons.

DELIVERY

ÞÓR will be delivered in Chile on 23 September 2011, and it is estimated that ÞÓR will arrive in Iceland on 27 October 2011.

THE COASTGUARD VESSEL ÞÓR

The vessel is designed and equipped for the following coastguard duties:

1. Fishery Inspection.
2. EEZ Resource management.
3. Boarder control
4. Search and Rescue Operation (SAR)
5. Helicopter in-flight refuelling (HIFR)
6. On-scene command and coordination platform.
7. Fire Fighting, FiFi-1.
8. Oil Recovery operations (ORO)
9. Salvage operation
10. Towing operations with bollard pull minimum 100 tons.
11. 250 ton towing winch and tow pin/shark jaws arrangement.
12. Push bow arrangement.
13. Designed for minimised noise and vibrations.
14. Speed 19.5 knots, good sea keeping performance and overall low fuel consumption.

