

Grimsby

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Waving in the future

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Grimsby Telegraph

GRIMSBY-based offshore wind energy infrastructure specialist RES has chartered the second vessel of an emerging company's new specialist fleet.

Eden Rose is the sister vessel to Ginny Louise, which was unveiled in Grimsby back in January, with strong interest from the growing operations and maintenance market.



TEAM: Leo Hambro, left, of Tidal Transit and Chris Holden, offshore operations manager for RES, pictured on the deck of The Ginny Louise offshore support vessel, also above, owned by Tidal Transit, moored in the marina on Grimsby docks.



The Ginny Louise, offshore support vessel, owned by Tidal Transit, moored in the marina on Grimsby docks. Picture: Rick Byrne
PICTURE: Rick Byrne / Grimsby Telegraph Buy this photo at www.thisisphotosales.co.uk/grimsby or by contacting 08444 060910

Tidal Transit is the company behind the vessel, a Norfolk owner-operator company, and their choice of location to demonstrate the capabilities is bearing fruit.

With discussions ongoing about enhancements to the lock gate entrance to Port Of Grimsby East between major stakeholders in the town, and a positive plan of action anticipated soon, the up-scaling of vessels and increasing volume of traffic is likely to lift significantly.

It all underlines the crucial role Grimsby is to play in the lifetime of the turbines that are either planned, under construction or already in operation in the southern North Sea.

Eden Rose was only launched on March 30 by the Spanish boat builder, Mercurio Plastics.

Like its sister Ginny Louise, it is a state-of-the-art, purpose- designed vessel for use by companies involved in the planning, development and construction of offshore wind farms. She is now heading to the UK with an expected arrival date of April 18.

She will immediately go into operation on a short charter for RES Offshore, servicing meteorological masts over 60 miles from shore, before going on show at Seaworks International in Southampton.

Chris Holden, offshore operations manager at RES, said: "This is the second time we have chartered Tidal Transit's new fleet of vessels and are encouraged about their ability to provide a very comfortable and safe transit and most importantly transfer to offshore platforms."

Meteorological masts collect vital data about conditions to be used in the planning of the farms, which when complete are anticipated to provide a £1.6 billion operations and maintenance industry.

Roger Smith, operations manager at Port Of Grimsby East, said: "We would be very pleased to welcome vessels of this size to Grimsby on a longer-term basis once the Grimsby Fish Dock lock improvements have been completed."

Currently, vessels of a certain size have to plan sailing times around high water.

Eden Rose is built to exactly the same specification as its sister vessel Ginny Louise, which attracted major industry interest when she came to Grimsby. Each vessel provides four crew members and 12 passengers with beds, galley, bathroom, internet access and entertainment facilities, allowing wind farm engineers and support technicians to live and work offshore for several days at a time.

Leo Hambro, Tidal Transit's commercial director, is enthusiastic about the company's future, and believes Grimsby could be the base for the fleet in the future. He said: "The level of offshore wind farm activity off the East Coast is amazing, and I believe that the constantly increasing demand will quickly enable us to expand our fleet by a further eight vessels during the next two years."