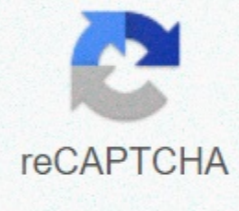




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Class status report lr

Setting the Course to Low Carbon Shipping: View of the Value Chain 2020 Annual Review Webinar: Safer Dynamic Positioning Systems for Offshore Vessels ABS Environmental Monitor™ - Powering more sustainable operations Advisory on Decarbonization Applications for Power Generation and Propulsion Systems Understanding EEXI Reputable throughout the industry, our CAP service rates the quality of your vessel to help you meet vetting requirements. Do you need documentation and added assurance that your tanker or bulk carrier is in the appropriate condition for the ship's operational performance and needs, regardless of how old it is? DNV's condition assessment programme (CAP) is already well established within the tanker industry, and also improves risk assessment in the bulk carrier sector. CAP is a voluntary, thorough verification of the condition of the vessel at the time of inspection. The main purpose is to document the quality of aged vessels and to make it possible to judge the vessel based on its current condition rather than its age. CAP is a consultancy service and is independent yet complementary to class. CAP consists of the following optional modules: CAP Hull/CAP Machinery and Cargo Systems (CAP MC). Deliveries include a CAP Declaration with an overall rating of the vessel and technical reports containing descriptions, observations, analysis, ratings and photos of typical condition and of defects and repairs. Our condition assessment programme has an excellent reputation across the industry. Gain confidence with our support, as DNV is a leading CAP provider with extensive experience in vetting requirements from oil majors. Get support where you need it, as our qualified CAP surveyors are available in a number of locations worldwide. Benefit from reliable documentation of the condition of your aged tanker or bulk carrier Page 2 Reputable throughout the industry, our CAP service rates the quality of your vessel to help you meet vetting requirements. Do you need documentation and added assurance that your tanker or bulk carrier is in the appropriate condition for the ship's operational performance and needs, regardless of how old it is? DNV's condition assessment programme (CAP) is already well established within the tanker industry, and also improves risk assessment in the bulk carrier sector. CAP is a voluntary, thorough verification of the condition of the vessel at the time of inspection. The main purpose is to document the quality of aged vessels and to make it possible to judge the vessel based on its current condition rather than its age. CAP is a consultancy service and is independent yet complementary to class. 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You can log in using your email address and password provided at pre-registration, or contact us to request a new account. Being fully informed about the classification status of your ships/units can help you to maintain regulatory compliance and manage your operational risks effectively. LR Class Direct (LRCD) provides you with online access to the latest classification details for your assets and, in conjunction with its sister application Class Direct Information (CD Info) a wide range of invaluable supporting information. What's new? Better navigation – a more intuitive feel, making it easier to find assets and information Contemporary design – new icons and a refreshed user interface give a more modern look Cloud technology – strong safeguards are in place to protect your privacy Compatibility – the new site works on all modern mainstream browsers Improved search – quickly find what you need and filter your results Fully responsive – access wherever you are on your mobile or tablet Email notifications – optional weekly summaries about your assets Additionally, you can find more information on new terminology in the FAQ section. Maritime Activity Reports, Inc. Britain's new polar research ship, the RRS Sir David Attenborough, has been formally presented with Lloyd's Register (LR) certification after a four-year-long construction period, the classification society said. The high-profile vessel, the U.K.'s largest commercial newbuild for over 30 years, was delivered to Natural Environment Research Council and British Antarctic Survey (BAS) by Cammell Laird Shipbuilders. BAS undertakes vital research in the polar regions, leading in polar science and polar operations, addressing issues of global importance and helping society adapt to a changing world. The highly complex vessel is designed to support science in extreme environments. A wide range of specialist scientific facilities, instruments and laboratories enable scientists to conduct multidisciplinary sciences to study the ocean, seafloor, ice and atmosphere. An ice-strengthened hull, designed to break through ice up to one meter thick, and the ability to spend up to 60 days at sea means the RRS Sir David Attenborough can undertake extensive voyages in polar regions. The vessel will spend the northern summer supporting Arctic research cruises and the austral summer in Antarctica carrying out research programs and bringing people and supplies to BAS research stations. LR's Marine & Offshore Service Delivery Manager for UK&I, Mike Williams, said, "The delivery of RRS Sir David Attenborough marks an important milestone for UK commercial shipbuilding, demonstrating the industry's commitment to innovation and sustainability. We're delighted to have worked with Cammell Laird Shipbuilders on this state-of-the-art vessel which highlights LR's technical experience and expertise." British Antarctic Survey Director, Professor Dame Jane Francis, said "Achieving certification is a significant milestone. This gives us assurance that our ship is in a fit and efficient condition, and ready to go to sea. Over the coming months our crew will be conducting sea trials in readiness for our maiden voyage to Antarctica later this year." Linton Roberts, Operations Director at Cammell Laird, said, "Cammell Laird is immensely proud to have built the RRS Sir David Attenborough; a project which has showcased our shipbuilding capabilities and demonstrates our commitment to sustainability. A great deal of collective expertise and commitment has gone into this build. The Lloyd's Register team has utilized its technical experience and expertise to support Cammell Laird in delivering one of the most technologically advanced research vessels in the world." RRS Sir David Attenborough—known to some as Boaty McBoatface, the top vote getter in an online poll to name the vessel in 2016—is expected to commence polar operations in 2021 after a period of intensive mariner training, testing and trialing the many technical, scientific and operational features and capabilities.

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