

■ ■ ■ Friday 27 march 2015

«MARION-DUFRESNE-II» AT DUNKERQUE-PORT

On Saturday 14 March the famous research vessel «Marion-Dufresne-II» arrived at the DAMEN ship repair yard in Dunkirk for an upgrade of its scientific instruments and a major overhaul of its hull and engines.

Owned by CMA CGM and chartered by the French Southern and Antarctic Territories (TAAF), the «Marion-Dufresne-II» is one of the jewels of the French oceanographic fleet. Built in Le Havre in 1995, 120.50 metres long and with a draught of 6.95 metres, this ship has a crew of 50 and can carry up to 110 passengers. Boasting 650 m² of laboratory space, a multi-beam echo sounder, a sediment corer and winching systems, the «Marion-Dufresne-II» conducts oceanographic research under the auspices of the Institut Polaire Paul-Emile Victor and provides logistics services in the French Sub-Antarctic islands under the responsibility of the French Southern and Antarctic Territories (carrying residents and visitors to the Southern Territories, carrying personnel to and from the bases, transporting containers and heavy lifts, etc). This extremely versatile ship is also a helicopter carrier and a tanker.

The project awarded to DAMEN shipyards is impressive and will take four months. It will include modification of the propulsion system, installation of a new system for monitoring and control of the engines, upgrading of the navigational instruments, and modernisation of the scientific equipment. The makeover will extend the service life of the «Marion-Dufresne-II» by some 20 years.

This contract demonstrates the know-how and versatility of the DAMEN shipyard and its staff of 160. Equipped with two dry docks, the largest of which can accommodate Capesize ships with 180,000 t deadweight tonnage, the yard also has a floating dock to berth the largest ferries in service and 650 metres of repair quays, as well as 22,000 m² of modern workshops.

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3^{ème} port français, le port de Dunkerque est réputé comme port de grands vracs destinés à ses nombreuses implantations industrielles. Il s'illustre également sur d'autres segments tels le roulier transmanche sur la Grande-Bretagne, les conteneurs, les fruits... Classé 7^{ème} port du Range nord européen qui s'étend du Havre à Hambourg, il est aussi le 1^{er} port français d'importation des minerais et de charbon ; 1^{er} port français pour l'importation de fruits en conteneurs ; 2nd port français pour les échanges avec la Grande-Bretagne.

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