



AIVIQ

POLAR ICEBREAKER

Builder, Year	NA Shipbuilding 2012
Converted	Davie Shipbuilding 2018
Ice-Class	Polar Class 3
Dimensions	110m x 24m
Helicopter	Yes + Hangar
Moonpool	Yes
Craneage	2 x 15t
Towage	200t BP
Power	23 MW
Propulsion	CPP + Retractable
Dynamic Positioning	Yes



A Fast-Track Polar Icebreaker for the Canadian Coast Guard

The decommissioning of Canada's heavy icebreaker, CCGS Louis St Laurent will result in a decade-long gap during which Canada will be unable to exercise its arctic sovereignty nor perform vital operations including research, environmental response and search and rescue in the Arctic.

The downturn in the oil & gas market and the cancellation of arctic oil exploration and production projects has presented a rare opportunity to acquire a modern, Polar Class 3 icebreaker which can be converted for use by the Canadian Coast Guard at a highly affordable price.

POLAR CLASS	VESSEL
1	Newbuild Russian Nuclear-Powered Icebreakers (In service 2017)
2	CCGS Diefenbaker (esimated delivery 2028-2030) Newbuild Russian Conventionally-Powered Icebreakers (In service 2016)
3	AIVIQ - Interim Polar Icebreaker (delivery 2018) CCGS Louis St Laurent (due to be decommissioned 2017)
4	Canadian Coast Guard 1200-Class Icebreaker fleet Finnish Icebreaker Fleet (Botnica, Fennica etc.)
5	Canadian Navy's Harry De Wolfe Class Offshore Patrol Ships Canadian Coast Guard 1100 and 1050 series



AIVIQ: The world's most powerful polar class oilfield services vessel



m/v Aiviq was built in the USA in 2012 to serve the planned arctic oil and gas exploration and production programs. Since then, the majority of those programs have been cancelled and Davie and Federal Fleet Services have secured the vessel for conversion to a Polar Icebreaker for the Canadian Coast Guard.

The converted vessel would be able to perform all the functionality of the CCGS Louis St Laurent and more. The vessel also meets the stringent 2017 Polar Code requirements. The ship is available immediately.

Conversion

