stability was also carefully monitored to maximise the vessel's deadweigh carrying capacity.

e refurbished vessel now o ers two fully enclosed observation-style North and South Lounges that provide bright and contemporary furnished spaces free bulkheads and partitions and with stunning views. With moveable furniture, the South Lounge o ers exibility for alternative use as individual board room style meeting or entertainment hosting rooms depending upon demand.

To help minimise the time that Red Falcon was taken out of service, eac lounge was prepared and built in stee sections before the ship docked. e steel work was carried out by Burgess Marine which was appointed as a sub-contractor by Trimline, although the latter maintained overall responsibility.

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Formed on shore, the steel panels were then li ed onto the ship in ' at-pack' sections, where they were welded, insulated and glazed using energy efficient windows supplied by marine glazing specialist, Seaglaze. To meet the tight deadline, Trimline's team of electrical engineers, interior joiners and installers then set to work running cables, installing pipes and laying hundreds of metres of ooring.

At the same time work was progressing on the two new observation lounges, Deck B was completely stripped back to its bare shell, with the work once more overseen by Trimline. Improvements included the installation of LED lighting throughout the ferry, TV screens tted throughout, air-conditioning, Wi-Fi and charging points for laptops located in the seating areas and a new bar surrounded by comfortable lounge-style seating.

Lift access was extended up to the new observation lounges and, weather permitting, passengers can now use an external 'promenade' walkway with bench seating that allows access also for pushchair and wheelchair users. Above each lounge sun decks with seating have become the highest viewing points on the ferry.

Combined with the new observation lounges, the work has resulted in a 55% net gain in seat capacity and completely transformed and more modern passenger environment. The success of the conversion has recently been endorsed in a further contract for the conversion of a second Red Funnel ferry. e company is to invest another £2.2 million (US$3.5 million) in a major refurbishment of Red Osprey, which operates between Southampton and East Cowes on the Isle of Wight.

The new look planned for Red Osprey will be almost identical to the refurbishment carried out on Red Falcon, although the design will incorporate some minor changes following operational experience and customer feedback.

Kevin George, chief executive of Red Funnel commented: "We are delighted to announce this new tranche of investment following such positive feedback received from the customers who have travelled on Red Falcon since April. e refurbishment of Red Osprey further underpins our commitment to the Isle of Wight as we work with partners and stakeholders to help grow the Island's economy."

The lead contract for Red Osprey has again been awarded to Trimline, supported by other local suppliers. e work is scheduled to start on the ship in the New Year and will be carried out entirely in Southampton. e new look Red Osprey will re-enter service in time for Easter 2015.

In a project for a completely di erent market, BCTQ earlier this year completed a successful conversion project for Star Reefers for four of its C-Class vessels. e primary requirement was to insert a 30.8m hull section comprising a container hold suitable for accommodating two bays of 40 reefer containers. is required the inclusion of a new cargo crane and the incorporation of a side loading pallet system to serve the existing cargo holds. During this phase the vessels also saw the inclusion of an anti-heeling system along with a new reefer monitoring system and the installation of a new controlled atmosphere system.

BCTQ undertook both Finite Element Analysis (FEA) and vibration studies as part of this conversion, whilst substantial model tests were carried out at Force Technology in Denmark to evaluate the performance of the lengthened vessels. is resulted in the development of a new bulbous bow, improving performance over a range of operating conditions.

An additional feature of the conversion was for the provision of an extra auxiliary generator, to power the additional reefer containers within the lengthened section. BCTQ designed a new machinery space aft of the accommodation, as the vessel could not accommodate the new equipment internally. The full electrical package was handled by BCTQ's long term contractor, KeiWay Electrical Engineering, which has been commissioned to undertake additional electrical studies for Star Reefers. SCRT