

offshore support

journal

Compact dive support ship
has a host of innovations

First KISS Supplier
upgraded to DP2 standard



Field development vessel makes
technical and economic sense

Multipurpose constructor has
unrivalled level of redundancy

osj
offshore support journal

Annual Review 2011

First KISS Suppliers upgraded to DP2 standard

De Hoop shipyard in The Netherlands recently delivered the first of its innovative KISS Supplier platform supply vessels, having first upgraded them to meet a new requirement

In January 2011 the hull of the first of the new vessels, *Don Alfonso*, which was built for Oceanografia in Mexico, was moved from the yard's shipbuilding hall for completion and outfitting. Having been completed, it was delivered to the Mexican customer, but not before a number of important modifications had been made in order to meet the terms of a charter awarded to Oceanografia (see box).

The KISS design – which takes its name from the saying 'Keep it simple stupid' – is a new type of cost-effective PSV intended for offshore supply operations, including onboard preparation of drilling mud and reception of mud from a platform.

Designed for worldwide service in an environmentally friendly manner, the design complies with all of the latest rules (including A.673) and is also designed to be construction-friendly in order to keep costs down.

The vessel has diesel-electric propulsion with the generators on the main deck; low fuel



Don Alfonso is the first example of De Hoop's KISS Supplier design

KISS ships modified to meet customer's evolving requirements

The first KISS Supplier, *Don Alfonso*, recently entered service in Mexico. The second vessel, *Caballo Galiceno*, has been launched, and along with the remaining vessels in the class was the subject of an order for additional work on behalf of customer Oceanografia.

"A few weeks before delivery of the first KISS Supplier De Hoop received a significant order from Oceanografia for additional work on all four of the KISS suppliers that the company had commissioned," a

spokesperson for the yard explained.

"Oceanografia had an opportunity to win four important contracts, but first needed to resolve two problems. First the deadweight of the KISS suppliers needed to be increased to more than 2,500 tonnes. In addition the dynamic positioning system needed to be upgraded to DP2 rather than DP1 as originally specified. "The additional work was carried out in collaboration with Pars Navis, Shipdock Harlingen, Alphatron, Eekels, Navis and SIN.

consumption; a high payload; a high level of redundancy and dynamic capability; and is able to carry a wide range of combinations of cargo. With a 430m² deck and deadweight of 2,000 tonnes, the vessel has accommodation for 30 and a service speed of 12 knots.

De Hoop is building four of the vessels at its yard at Foxhol (all of which are for the Mexican owner). Originally, all of the first four vessels are DP1 ships but the design can also be built to DP2 standard, something which came in handy when the specification for the ships was enhanced. Three are due to be delivered by the end of this year, with the fourth due to be delivered in the first quarter of 2012.

Each of the vessels has Caterpillar engines as the basis of the diesel-electric machinery, a pair of 900kW azimuthing thrusters aft and a tunnel thruster forward to enhance manoeuvrability.

The tank capacities include 980m³ of fuel oil, 160m³ of fresh water, 227m³ of bulk cargo, 306m³ of brine, 640m³ of mud and 770m³ of

drill water. The mud tanks are equipped with mud mixing and liquid circulation systems. The discharge pumps are rated at 80m³/hour of fuel oil, 100m³/hour of liquid products, 80m³/hour of drill water and 50 tonnes/ hour of mud.

De Hoop has also recently completed a three-year upgrade and modernisation programme at its Lobith shipyard. "The last three years have been all about modernisation of our Lobith yard. Now we are ready for the future," said Patrick Janssens, CEO at De Hoop. "As a yard, De Hoop really wants to be a 'one-stop shop', providing facilities for all the key shipbuilding and shiprepair disciplines on one site."

In order to enhance production and introduce a new, more flexible, integrated process, De Hoop has acquired a new computer-controlled steel-cutting machine and has enhanced its ability to carry out shiprepair work having dredged the harbour in the vicinity of the yard and built a new shiprepair facility which has already been used for work on 15 vessels. **OSJ**

KISS PSV

Owner	Oceanografia
Designer	De Hoop
Builder	De Hoop
Length, oa	66.62m
Length, waterline	64.45m
Beam, moulded	12.80m
Depth, moulded	5.50m
Draught, summer	4.65m
Deadweight	2,000 tonnes
Deck area	43.8m x 10.2m
Deck load	800 tonnes @ 1.0m
Trial speed	12 knots
Fuel consumption, transit	10 tonnes/day
DP	2.5 tonnes/day
Class	LR + 100 A1 Cargo vessel + LMC + DP (AM) Unrestricted navigation



CUSTOM-BUILT SEA-GOING & INLAND VESSELS



Shipyard  De Hoop

Designers & Builders since 1889



Enwa Water Maker 50 tons/day

WATER IS LIFE

ENWA WATER MAKERS

- From sea water to fresh water through reverse osmosis (RO)
- Scandinavian quality
- Standard models ranging from 1,5 m³/d to 200 m³/d



ENWA
WATER TREATMENT

Norway: post@enwa.com

Sweden: info@enwa.se

www.enwa.com

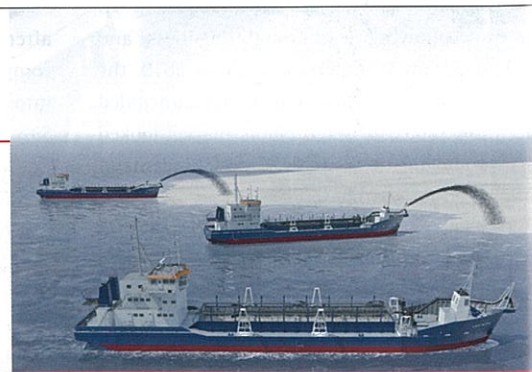
Are you looking for a global player...
...who is expert in integrating your technical systems?



Combining various installations and functions so that the user perceives them as one system is a tricky field. Many things can go wrong. It needs a team player with in-depth knowledge. One who is innovative and thinks with you every inch of the way. But not all team players are equal.

So, the next time you need system integration support, call one of the most trusted names in the business. Alewijnse Marine Systems.

Alewijnse Marine Systems
P.O. Box 49, 6500 AA Nijmegen
The Netherlands
Phone: + 31 (0) 24 371 6571
Fax: + 31 (0) 24 371 6570
ams@alewijnse.nl
www.alewijnse.nl



Alewijnse Empowering your business

offshore support

Journal

Annual Review 2011
volume 14 issue 6

Editor: David Foxwell
t: +44 1252 717 898
e: david.foxwell@rivieramm.com

Sales Manager: Ian Glen
t: +44 7919 263 737
e: ian.glen@rivieramm.com

Sales: Indrit Kruja
t: +44 20 8370 7792
e: indrit.kruja@rivieramm.com

Sales, Australasia: Kaara Barbour
t: +61 414 436 808
e: kaara.barbour@rivieramm.com

Production Manager: Mark Lukmanji
t: +44 20 8370 7019
e: mark.lukmanji@rivieramm.com

Circulation Manager: Joanne Collett
t: +44 20 8370 7795
e: joanne.collett@rivieramm.com

Chairman: John Labdon
Managing Director: Steve Labdon
Editorial Director: Tony Wilson
Sales & Development Director: Steve Parks
Publishing Director: Hamish Dickie
Finance Director: Cathy Labdon
Group Sales Manager: Bill Cochrane

Published by:
Riviera Maritime Media Ltd
Mitre House
66 Abbey Road
Enfield EN1 2QN
UK



www.rivieramm.com/publications

ISSN 1463-581X

©2011 Riviera Maritime Media Ltd



Join over 1,700 members in our
**LinkedIn® Offshore Support
Vessel Networking Group**
For anyone involved with offshore
support tonnage of all types, from
PSVs and anchor handlers to
pipelayers and crewboats.
www.rivieramm.com/groups



Caballo Galiceno is one of a number of KISS Supplier PSVs built by De Hoop for Oceanografía

REGULARS

5 COMMENT

DESIGN TRENDS

7 New design concepts bring edge into the market

EQUIPMENT/TECHNOLOGY

9 Access systems boosted by wind turbine market

CARGO HANDLING

11 New types of cargo tanks and advanced
pumping solutions for offshore support vessels are
making new-generation vessels much more flexible

PROPULSION

12 OSV owners opt for LNG and fuel-efficient
hybrid machinery

POSITIONING/DP

15 Fast pace of development sees DP continue to
evolve despite major technical and regulatory challenges

ELECTRONICS

16 UK P&I Club expresses concerns about ecdis

SEVEN HAVILA



18 OSJ's Support Vessel of the Year 2011 is a
compact, high-spec DSV and one of the most
sophisticated of its type in the world

RECENT DELIVERIES

31 Latest X-BOW ship has multipurpose cargo tanks
33 Esvagt's X-BOW begins North Sea charter
35 Drydocks World deliver record-breaking AHTS,
Lewek Fulmar
36 'K' Line anchor-handler claims world record for
bollard pull by a vessel of this type

39 Multipurpose AHTS joins fast-growing DOF
Installer fleet
40 Newly delivered field development vessel *Saipem
FDS2* makes economic and operational sense
43 Subsea vessel *Havila Subsea* enters long-term
charter with Subsea 7
44 *Fugro Symphony*, the latest addition to Fugro
Subsea Service's fleet, is the company's largest
construction vessel
47 *Island Intervention* joins Island Offshore fleet
48 New pipelay/construction vessel can work in
deep and shallow waters
50 High level of redundancy for flexible IMR vessel
53 *Bourbon Front*, the first of four PX105 platform
supply vessels, has a host of innovations
55 *Normand Pacific* chartered by Veolia ES Special
Services in the US
56 Subsea specialist takes charter on construction
vessel *Polar King*
59 *North Sea Giant* has especially high redundancy
63 Simon Møkster finds new home for *Stril Explorer*
64 Gulmar Offshore takes delivery of *Gulmar Atlantis*
in early March
67 North Star Shipping launches latest of its new
class of emergency rescue response vessels
69 Flexlay construction vessel started work in
West Africa
71 *MPI Adventure*, the latest addition to MPI
Offshore's fleet of turbine installation vessels, benefits
from the company's years of experience
72 Carbon fibre cat is cost-effective supporter
74 Twin Axe hullform makes its debut
77 Converted cable ship targets inter-array cables
79 High-spec seismic ship *Polar Duke* impresses on
first outing
81 Sophisticated surveyor *Fugro Galaxy* will work in
oil and gas and renewables

ON ORDER

83 De Hoop shipyard in the Netherlands recently
delivered the first of its innovative KISS Supplier
platform supply vessels
84 New hullforms will give Farstad an economic edge