

SHIPYARD DE HOOP DELIVERS FIRST IN A SERIES OF TEN PSVS TO ESNAAD

Esnaad 221

IN 2013 ESNAAD AWARDED DUTCH SHIPYARD DE HOOP WITH AN ORDER FOR TEN STATE-OF-THE-ART PLATFORM SUPPLY VESSELS. DE HOOP WON THE CONTRACT AS a result of their technically advanced design and competitive terms. The complete production of all vessels is equally split between facilities in Lobith and Foxhol. Delivery is spread over almost two years, with the last PSV to be handed over in 2017.

SPECS

Length, o.a. 70.40 m
 Beam, moulded 15.77 m
 Depth, moulded 6.00 m
 Draught, summer 4.85 m
 Speed, max 13.5 kn

Cargo capacities
 Deadweight (T = 4.85m) 2,050 t
 Deadweight (T = 3.70m) 1,000 t
 Deck area 515 m²

Classification \approx 100 A1, Offshore Supply Ship / Stand-by Ship / Fire-Fighting Ship 1 (2,400m³/h) WDL (5/m²), *IWS, CG, \approx LMC, UMS, NAV1, IBS, DP(AA), PCR (99/99), IHM, CAC3, ECO (BWT, GRM, IHM, OW) Green Passport

Descriptive notation



The first vessel, Esnaad 221, was delivered to Esnaad, operating company of the ADNOC group, on the 15th of July 2015.

Meanwhile, the hull of the second vessel has been launched in Foxhol, and the steel hull of the fourth PSV is currently being assembled on their slipway. At the Lobith facilities, the hull of the third vessel is ready to be launched, and the block sections of hull number five are being assembled on their second slipway. The steel cutting and construction of the first block sections for the sixth vessel is at an advanced stage.

Custom Design

Esnaad means 'support' or 'service' in Arabic and this is exactly what this vessel is built for. The series have been custom designed to meet ADNOC's requirements of vessels capable of carrying cargo to drilling and production platforms. They are designed to operate at maximum efficiency and optimised costs, while also minimising environmental impacts. Although based on previous proven in-house designs, the vessels are a next step in the De Hoop PSV-evolution. >>



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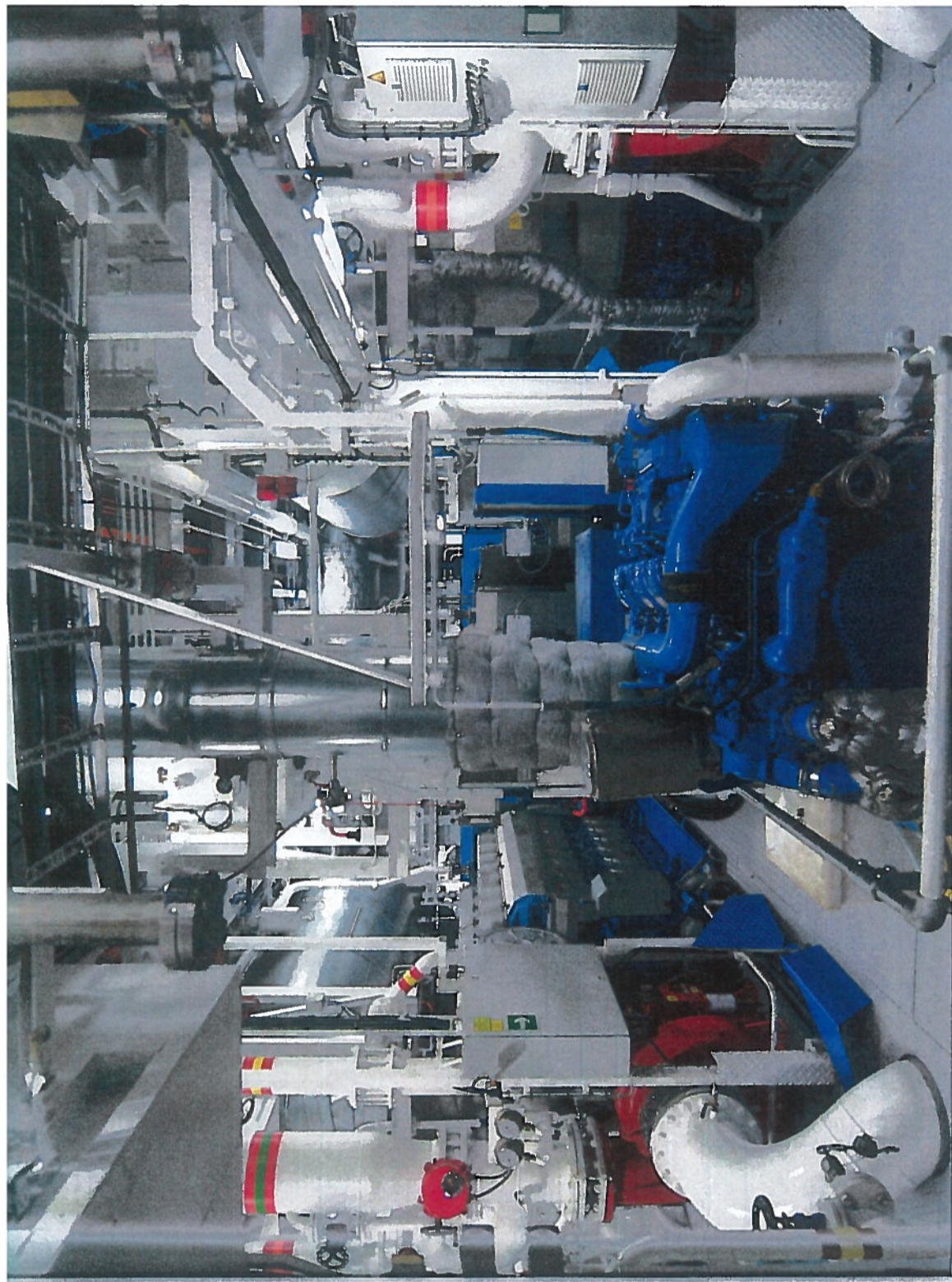
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safety at sea level



Shipyard De Hoop

Shipyard De Hoop is a Dutch designer and builder of custom-built vessels for both seagoing and inland vessels. Each and every ship built is unique, which means no standard processes, but customisation. They have their own design and engineering department, and the company is characterised by flexibility and quality.

The hull form of the PSV, with its specially developed bulbous bow, reduces wave resistance. Testament to the optimised cargo volume of the given hull shape, is the resulting impressive deadweight of 2,050 tonnes at a restricted draught of 4.85 metres. Most of this hull volume is dedicated to a large number of high-capacity tanks for various dry and liquid cargo such as brine, cargo fuel oil, drilling water and liquid mud. To keep any liquid slurry from separating, liquid mud tanks are equipped with agitators. Foam and dispersant tanks for fire fighting and oil spill rescue actions are located in the forward hull along with the usual fuel oil, fresh water, sewage, sludge and bilge water tanks.

Heavy Load

As well as dry and liquid cargo, the PSV will transport deck cargo on its 515m² work deck, which permits large quantities of various offshore equipment of up to five tons per square metre. For loading and

unloading duties a fully hydraulic telescopic boom type crane is fitted to the starboard side.

External fire-fighting tasks are performed with the two remotely controlled monitors on the top deck, capable of effectively spraying a water/foam mixture.

Furthermore, the PSV is fitted with two six metre spray booms, enabling crew to apply dispersant to the water surface in case of an oil spill.

Eco-Driven

In close consultation with the De Hoop shipyard, ADNOC opted for diesel-electric propulsion to achieve enhanced flexibility, while at the same time obtaining an economical and environmental superiority.

The three main generators, feeding the diesel-electric propulsion units are located below deck, in the foreship underneath the superstructure. This was done to accommodate the preferred generators with the relatively large medium speed engines >>

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The propulsion components comprise of three tunnel bow and two azimuthing stern thrusters, to achieve high-accuracy station-keeping and allowing for a transit speed of 13.5 knots at the lowest possible power requirements.

The high level of redundancy guarantees the vessel remains fully operational, even with one complete generator set or e-circuit out of service, while the power management system arranges the load sharing so that each set is equally loaded. By configuring optimal combinations of generators for each usage scenario, this system benchmarks an impressively low NOx emission and very favourable fuel consumption at each sailing pattern.

Superior Comfort

The superstructure offers accommodation for 28 people, all in cabins with ensuite bathrooms, individually controlled air treatment units, radio, television and access to internet. The complete accommodation provides a level of comfort, which is well above the current standards in the 24/7 offshore industries.

www.delhoop.net

