OCEAN VERVANGT OFFSHORE

Nee, uw ogen bedienen u niet. Er staat wel degelijk OCEAN in plaats van OFFSHORE. Na overleg met Navingo, de organisator van de vakbeurs Offshore Energy, hebben we besloten het woord OFFSHORE te veranderen in OCEAN. De titel is dus OCEAN ENERGY RESOURCES.

Het zal u ongetwijfeld niet zijn ontgaan dat onze digitale nieuwsbrief al enkele weken onder deze titel draait. Dit is de eerste gedrukte versie waarop de naam OCEAN ENERGY RESOURCES prijkt.

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MET DE BOUW VAN DE OCEAN-ENERGY RESOURCES-GRID VOOR STABILE, SMARTER EN EFFICIENTER GENERATIE, DELIVER MET MAATVOERING IN ALLE HARTIGE GRONDEN.

STEVSHARK??REX, A drag-embedment anchor with radical new fluke and shank geometries engineered to deliver holding power in all hard soils. The company is now thrilled to announce that his main market segments have fully adopted this ground-breaking mooring technology.

The new start-up MO4 claims to eliminate this the always relatively large uncertainties with a new service: next level motion forecasting to work smarter, safer and more efficiently.

Incoming weather has so many variables that it causes a significant gap between the data used in the engineering phase and the operational phase. The new start-up MO4 claims to eliminate this: the always relatively large uncertainties with a new service: next level motion forecasting to work smarter, safer and more efficiently.
MOCEAN OFFSHORE AND SIRI MARINE SHARING TECHNOLOGY AND EQUIPMENT IN MO4

Advanced motion forecasting optimizes offshore operations

Wave induced vessel motions are one of the most important aspects in the workability of offshore operations. Incoming weather has so many variables that it causes a significant gap between the data used in the engineering phase and the operational phase. As it is simply not possible to analyse all weather combinations there are always relatively large uncertainties, requiring considerable safety margins. All at an overall cost of workability and project performance.

The novelty consists of an easy to use on-board motion monitoring and forecasting system enabling operators and contractors to realise significant cost savings and a proven workability increase of at least 20%. It allows the vessel staff to instantly re-assess the most relevant motions of unrivalled quality. Relevant influences of crossing speed, bilge keels, anti-roll devices, free surface tanks and other parameters are meticulously incorporated. At regular intervals the forecasted motions are presented on a PC-screen in the vessel’s bridge in an intuitive and simple way, to aid the staff to make decisions based on the best available data enabling them to increase uptime and safeguard operations. A key differentiator is that MO4 enables not only the forecasting of the ship’s motion but also the cargo sway or even gangway and other active equipment on the vessel by incorporating dedicated system algorithms. This clearly indicates the utilisation of such equipment.

The MO4 device is a combined result of predictive and powerful software developed by Amsterdam-based Mocean Offshore and monitoring technology developed by Siri Marine. The latter is a leading provider of motion and condition monitoring services and equipment. Founded in 2003, the company is headquartered in Aalsmeer, located in the northern province of Groningen. Mocean Offshore is a fully independent marine engineering consultant since 2013. With over 100 man-years of experience the consultancy applies solid numerical methods to a practical approach to enable fully optimised offshore projects. Both companies agreed to officially join forces in January this year, with Marleen Lenting as the Sales Director and Mark Paalvast the Technical Director. By signing the agreement Mocean Offshore and Siri Marine clearly showed their willingness to provide mutual transparency and the willingness to share data and experience in order to produce and market this exciting motion forecasting technology.

**Effective**

“Applying the high-end ship motion forecasting algorithms we have developed over the past years to the actual incoming weather instead of the assumptions made during engineering phase truly increases the accuracy and thereby reduces the requirement of over-conservative margins,” underlines Mark Paalvast. “MO4 motion forecasting can play an important role in this matter. Not only does it save both time and money, it also ensures improvement in effectiveness.”

**Offshore 2.0**

“Our mission is to go beyond meeting our customers’ wishes. Instead, we want to participate in thinking about and formulating those wishes. Solving problems before they arise, implies that you must think ‘out of the box’ to be able to develop new and better ways of motion and condition monitoring,” explains Marleen. “We want to help our clients understand the capabilities of our equipment and guide them towards what we call ‘Offshore 2.0’. It implies an offshore industry where full usage of data availability and connectivity is utilised to save lives, money and the environment. It is the aim of MO4 to support this by providing the most relevant information as quickly as possible to the people who have to decide on upcoming operations.”

Mark adds: “Where in the past good and efficient manner. In the past this confidence was limited. This was mainly the result of the assumptions made and not the algorithms used.”

**Motion in the Ocean**

As the team has a background primarily in the analysis of hydrodynamics and marine operations MO4 clearly sees a difference in approach compared to other, more meteorological parties. The tool has been developed to aid operations and therefore a bare minimum of input is requested from the operators. It has been acknowledged from the start that a simple and straightforward user interface is as important as an accurate algorithm. Mark: “The user really has to do very little. His input is limited to only specifying a description of his activities. The rest is pre-loaded by the MO4 engineering team or fully automated. Using the specifications of whatever floating object, the marine weather forecast is overlaid to predict the motion of the object and potential equipment on board, hour-by-hour for the next 4-5 days. It is obvious that out of these seven days the forecast for the first 48-hours is the most trustworthy.”

The MO4 device can be installed on board of anything that floats and moves, be it an OSV equipped with a motion compensated gangway, anchor handling tug, heavy lift vessel, offshore installation vessel, rig, FPSO, pipe-laying vessel, cable-laying vessel or falipipe vessel. Marleen: “We provide tailor made licenses per floating object. No matter whether you want to install this specific software on one or more computers, offshore or on shore.”

Positive feedback

Green Shipping from the Netherlands was the very first company applying the MO4 concept at the end of 2017, followed this year by Siem Offshore, Norway, Offshore Contractor Van Oord, Rotterdam, and Tideway Offshore Solutions, Breda. All four internationally well-known companies ordered the MO4 to enhance the workability of their cable-laying and support vessels.

Asked for his experience with the MO4 device Project Manager Jack Berling of Siem Offshore Contractors said: “The MO4 cable lay module enabled us to use our CTV in November with similar workability as in the summer months using conventional methods.”

According to Technical Manager Remko van der Knaap of Green Shipping the motion forecast service truly changed the way of working on board of their PSV vessel. Our staff feels more confident and see better workability as a result.”
UNANIMOUS MARKET APPROVAL

STEVSHARK®REX changes the game in mooring industry

At OTC 2017 Vryhof Anchors, a Vryhof company - and world leaders in the market for innovative and customer-focused anchoring and mooring solutions, launched the revolutionary STEVSHARK®REX, a drag-embedment anchor with radical new fluke and shank geometries engineered to deliver high holding power in all hard soil conditions, unmatched by any other anchor. Vryhof Anchors unconditionally believed in its new innovation and promised the market that the STEVSHARK®REX would redefine application boundaries of drag embedment anchors.

Now, only a year later, Vryhof Anchors is thrilled to announce that the main market segments oil and gas, offshore construction, dredging and even the emerging Marine Renewables Energy market have fully adopted this ground-breaking mooring technology, with each segment having its own motivation for using the STEVSHARK®REX.

“Compared to our first announcement early 2017, we now have a proven track record to support our claims,” reveals a proud Managing Director Leopoldo Bello. “STEVSHARK®REX is absolutely the game changer that we announced. In today’s competitive landscape, Vryhof Anchors needs to keep its promises to ensure we retain the trust and loyalty of our customers. We are always focused on making life easier for our customers and contributing to their success. Within a period of just a year the STEVSHARK®REX is already the new industry standard in hard soil. The anchor enables operators to develop fields and renewable projects which, until now, could not be economically developed using conventional moorings. This is what we promised one year ago and this is what we deliver today.

Redefining boundaries

Clement Mochet, Commercial Director of Vryhof Anchors, adds: “For quite a long time mooring was focusing on deep waters, and deep water is usually soft soils. Over the last few years operators moved towards more remote areas in shallower waters where harder soils are becoming the new industry trend. The main goal of developing the STEVSHARK®REX was to expand the suitably domain of drag embedment anchors in challenging geotechnical areas.”

Vryhof Anchors initiated an anchor test at four different locations within the Angel oilfield in the North West Shelf of Australia. The tests were executed in cooperation with the Australian oil and gas company Woodside Energy. Angel Field was selected due to the presence of calcarenite, a cemented rock which can be quite brittle and very hard, making it very difficult for an anchor to embed. All four tests were faultless, the STEVSHARK®REX being able to keep the 243 m Bollard pull AHTS vessel in position during proof load tests.

Dredging efficiency

In March 2015 the Luxembourg-based Jan De Nul Group placed an order for the 151,3 m long self-propelled cutter suction dredger (CSD) ‘Willem van Rubroek’ with the Croatian shipyard Uljanik Breda Pula Ltd. The vessel is designed by Jan De Nul’s in-house design department and with seven large self-propelled cutter suction dredgers, the Group can ‘new build’ much experience in rock dredging and dredging on the high seas. The total installed diesel power of the new CSD will be 40.975 kW, making it the world’s most powerful cutter dredger. The cutter power amounts to 8,500 kW and the vessel will be able to dredge compact sand, clay and rocks up to 45 m deep. These figures are unrivalled and make the vessel the ultimate tool for dredging hard and difficult soil.

Jan De Nul Group used to install heavy concrete anchors for control of the cutter head but due to the user-unfriendly weight and size required for this new building, fleet manager Kris Berghman turned to Vryhof Anchors with the request to innovate a lighter anchor that grabs faster, performs better and can be handled much easier, thereby opening up new opportunities in areas with extreme hard soils. Khalid Eranishi, Business Development Manager at Vryhof Anchors says: “Jan De Nul Group is a leading expert with great dredging experience and to understand their critical questions we had to dig deep into our extensive mooring experience and knowledge to present a prototype of the anchor that could be seen as an equivalent of the so far used concrete anchors.”

Just one month after, Kris Berghman and his team witnessed a test in the Vryhof Anchors R&D Center with a fully customized prototype of the STEVSHARK®REX. Robust, compact, strong and equipped with specially designed cutter points - looking like a beast but functioning where other anchors failed.

Kris Berghman of Jan De Nul Group says “Vryhof Anchors has done everything the company could possibly do, to offer us the ultimate outcome of our mooring challenge. They managed to convince us theoretically as well as scientifically. With the main consequence that this anchor will definitely increase the overall operational efficiency of cutter suction dredgers in areas around the world where they could hardly dredge before.”

Broadening its dredging horizon: Jan De Nul Group and Vryhof Anchors agreed on two ‘special design’ 26 mT STEVSHARK®REX anchors plus 29,2 mT external ballast as well as special cutter points at the fluke tips to be used by their new CSD ‘Willem van Rubroek’.

Agile solutions

In 2017 more than a fifth of Vryhof anchor production was already STEVSHARK®REX anchors, ranging from 3 to 60 mT. These new solutions are deployed from the Northwestern Shelf in Australia to the Russian waters of the North Caspian Sea and from the Northern North Sea to the Indian Ocean and to the Caribbean. “Formerly we used concrete anchors and 18 mT delta flipper anchors for mooring purposes,” explains CNGS Group Construction Manager Levgeni Ivanikov (operating in the Caspian Sea). “But due to the big weight and size we decided to buy the 3 mT version of the STEVSHARK®REX. Apart from the huge holding capacity, the anchor is easy to handle, the weight is relatively light and it needs less space on the aft deck of the anchor handler. We do not have to go back and forth all the time to harbor to reload.”

Via Deep Sea Mooring (DSM), a Vryhof company - a set of STEVSHARK®REX anchors was delivered to Maersk Drilling in Trinidad, having a holding power of 47% more than previous anchors used in that area. In block 5 of the East Coast Marine Area (ECMA) offshore Trinidad the deepwater semi-submersible rig ‘Maersk Developer’ is executing drilling activities for Shell that may last up to three years from now, relying on the new anchor performances.

Last but not least, STEVSHARK®REX anchors are also the solution adopted by industry for permanent moored assets. Perenco Congo SA awarded Vryhof a contract for the delivery of twelve 16 mT STEVSHARK®REX anchors with internal and external ballast. Perenco has been working in the Republic of Congo since 2001 and is, among other things, responsible for the commissioning and management of the FPSO La Noumbi in the Yombo Field, offshore Congo.

Customer Project Manager is Julien Broucarter working in the HQ Marine of Perenco in Paris. “The field is around 23 miles north of Pointe Noire and the site is characterised by more irregular seabed due to hard overtopping sediments. There is presence of pockmarks interpreted as remnants of dewatering and / or degasification processes within the hard sediments. Initially we planned to solve the local mooring challenge by using high performance anchors, but when Vryhof Anchors introduced the STEVSHARK®REX we were immediately quite impressed with the improvements they made to the old STEVSHARK®REX anchors which we used for two other projects already. We have very good track records with Vryhof Anchors and to date the performance of the anchors has been exactly as Vryhof Anchors promised us. That is why it was not a difficult decision for us to proceed with the purchasing of this new STEVSHARK®REX.”
Onverwachte activering van machines is dodelijk. Lockout Tagout houdt uw werknemers veilig.

Elk jaar gebeuren er duizenden arbeidsongevalen tijdens het repareren of onderhouden van industriële apparatuur. Het onverwacht starten of loslaten van opgeslagen energie kan ongelukken of zelfs de dood tot gevolg hebben. De meeste van die tragedies zijn te wijten aan energiebronnen die niet geïsoleerd zijn. Deze kunnen worden voorkomen door middel van een volledig Lockout Tagout-programma dat impliciet dat een vergrendelingshangslot op een energie-isolerend apparaat wordt geplaatst om ervoor te zorgen dat de apparatuur die wordt bestuurd niet kan worden gebruikt totdat het vergrendelingsapparaat is verwijderd.

Met bijna 20 jaar ervaring in het fabriceren van lockout-oplossingen, ontwikkelde Master Lock veelzijdige oplossingen waarmee faciliteiten voldoen aan de lokale normen van LOTO. Master Lock kan eindgebruikers helpen bij het ontwikkelen en implementeren van een oplossing die is aangepast aan hun specifieke behoeften.

Alle LOTO-oplossingen zijn te vinden op de nieuwe website van Master Lock, die volledig is geoptimaliseerd voor mobiele apparaten en opnieuw is ontworpen om aan de specifieke behoeften van locatie en industrie te voldoen. Producten zijn gegecodeerd op type toepassingen (elektrische vergrendeling, mechanische vergrendeling enz.). En de productpagina’s zijn verbeterd om verwante inhoud weer te geven, zoals product in gebruik afbeeldingen, video’s & instructiebladen (die ook kunnen worden gedownload).

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DURING OFFSHORE WIND CHARTER

Safeway reaches record transfer speeds at latest offshore wind charter

As from early October last year the unique Safeway motion compensated offshore access system of the Dutch Van Aalst Group is installed on the 95-metre long OCV ‘Olympic Intervention IV’, owned by Olympic Subsea ASA, Norway. Without any significant downtime, the 28 metre long walk-to-work Seagull-type has safely transferred workers and their tools at a spectacular pace from the ‘Olympic Intervention IV’ to offshore wind turbines of Adwen, part of Siemens.

Remko de Boer, General Manager at Safeway, says: “Our gangway in combination with the ‘Olympic Intervention IV’ proved to reach new record speeds in transferring people and cargo. Last year Siemens gave us a challenging benchmark for this vessel/gangway combination; from sail-away to turbine, DP positioning, deploy and transfer 6 people and 3 cargo loads, return in sailing position within 30 minutes. We, together with Olympic are very proud of this achievement, proving a realistic base for preparing offshore operations. This will contribute to the overall industry costs savings, lowering installation and maintenance costs of offshore windfarms.”

The transfer operations proved an impressive score in reducing costs where Safeway could reach positions on Borkum-West and Wikinger windfarm without any modifications to the gangway or pedestal. This is due to the standard ten (10) meter vertical height adjustment of the gangway.

During the previous charter at Borkum West, Safeway performed over 10 average daily cargo transfers and topped at 13 transfers in 12 hours. These transfers were performed using the tip host of the gangway, acting as a 3D lift. The shift from personnel to cargo transfer mode does not take up any time thanks to the new designed load handling A-frame arrangement.

Frank de Vries, Project Manager at Safeway indicates: “Safeway unique hover mode allowed the client to land on all sides of the turbine. This allowed maximum flexibility in vessel positioning in given weather conditions. Being the only class approved hover system in the market, its safe and successful deployment contributed to the efficiency of the vessel - gangway combination to great satisfaction of the client.”

Wijndand van Aalst, Managing Director at Safeway, says: “In recent months this combination of vessel and gangway has undeniable demonstrated to be able to outperform others in offshore wind farm projects during commissioning as well as maintenance campaigns. With our aggressive fleet building plan well underway at this very moment, we continue to expand our presence in more challenging areas and soon more customers will be able to benefit from Safeway’s unique features such as roll compensation, height adjustment, zero impact bumpering/hover and counterweight. It is an absolute ’game changer’ as promised one year ago during the introduction. We are always focused on making life safer and easier for our customers by providing them with a safe, reliable, cost-efficient and more effective method of transferring offshore personnel and cargo.”
CONSULTANCY DIFFERENT TO MANUFACTURING A PRODUCT

Where to go for unusual engineering challenges?

This can be particularly attractive in an economic downturn when core business is at a low ebb. However, this is not always easy as, although the technical capability required is often similar for design as for consultancy, the way the services are organised and marketed, and the mindset required are very different.

The manufacturer of a product is responsible for the delivery of the product, in its finished state to the customer. If there are any defects, the manufacturer is responsible for putting them right, if there are any emergent works required as the product is being manufactured, the manufacturer needs to carry them out. This is the situation in shipbuilding, and engineers who have worked in shipbuilding tend to be very good at seeing the big picture and spotting emergent problems and fixing them.

However, consultancy is different to manufacturing a product. It is not the consultant’s job to take responsibility for all of the client’s problems (although, a consultant should certainly alert the client to anything outside their scope of work which they think may be problematic for the client), but to answer the question they have been asked by the client. Typically, consultancy jobs are priced competitively, such that there isn’t scope to carry out additional work whilst remaining profitable. A consultancy project must not be open-ended, but focussed.

Marketing

Another difference concerns the way the business is marketed. A manufacturing business is selling a finished product, and the marketing effort is focused around the design, intellectual property and manufacturing technology. A consultancy is selling consultants’ time and the marketing effort is focused around the individual consultants’ expertise. This makes it necessary for individual consultants to engage in the marketing efforts of the company and make contacts and maintain their own relationships with clients.

Within an organisation where the majority of technical staff are not customer facing, it is possible for internal communications and reports to be functional. In a consultancy project, the final report is often the only deliverable and as such needs to be well written. Therefore it is necessary for consultants to have good writing and communications skills. Herein lies a potential pitfall - whilst a high value can be argued that all activities could be valued and increase the capabilities of the client organisation.

The concept of ‘consultancy’ conjures up a number of differing, and sometimes contradictory images. To some within the marine industry, bad past experiences have given consultancy a poor image, but intelligent use of the expertise by taking on consultancy work. This can be particularly attractive in an economic downturn when core business is at a low ebb. However, this is not always easy as, although the technical capability required is often similar for design as for consultancy, the way the services are organised and marketed, and the mindset required are very different.

For a company engaged in naval architectural design, it could be argued that all activities could be described as consultancy, as separate from the construction of a vessel. Alternatively, a distinction could be drawn between newbuild design and all other projects. Headquartered in Pulau Redang and with offices in Durban, York, Appleford and Singapore, Offshore Ship Designers (RMS) undertakes small and medium sized projects, such as updates to fire and safety plans, stability work, and engineering to enable the fitment of additional cranes or boat davits. Generally, these projects are of a routine nature, but projects of a more unusual and esoteric nature are also undertaken. These latter projects, featuring unusual problems, or requiring more advanced engineering solutions are the subject of this article.

Different

For companies with an engineering capability gained through design or manufacturing it can be tempting to try to commercialise existing technical expertise by taking on consultancy work. The clients for marine technical consultancy work are diverse. The ship designer’s traditional clients, shipyards and shipowners are represented. However, the range of commercial marine interests including banks, lawyers and insurers are also consumers of these services. Often, these differing clients have different problems to solve.

A typical project for a shipowner was an investigation into heavy weather operability of a fleet of standby vessels. This involved seakeeping analysis of a number of vessels of the owner’s fleet as well as investigation of the efficacy of the steel shutters used to protect the wheelhouse windows from wave impact. A number of improvements to the design of these shutters was suggested. By contrast, a project for litigation purposes was carried out. A barge was involved in civil engineering works on the East Coast of Australia, during the course of which a deck cargo was carried. Damage was recorded at the off hire survey and a dispute arose between the owner and charterer. A full finite element model of the barge was produced and analysis of the barge subject to cargo, hydrostatic and hydrodynamic loadings carried out. A key difference can be seen here - a shipyard or shipowner usually requires whatever problem occasions the commissioning of the consultant to be solved, whereas commercial interests are generally only interested in a deliverable.

Non-contentious commercial work can involve due diligence work for banks, which may involve the condition and value of a second-hand vessel, or the capability of a shipyard to deliver a proposed newbuilding. It can also involve work for government organisations. In general, the consultancy activities of a given consultant will be dependent upon their experience and training, and often consultancy firms will have a specific area of expertise.

In addition to the varying topics, different types of clients require the consultancy deliverables to be presented in a certain way. Clearly an insurance underwriter and the technical director of a shipbuilding company have differing levels of technical understanding and so the consultant must be clear which audience they are addressing. This isn’t always easy, particularly when several different people may read the report, so it is helpful when clients can state who the consultancy deliverable is targeted at.

Refining scope

The author of this article was once involved in a consultancy project for an oil and gas company where the brief was to write a report about LNG fuelled offshore vessels - and no more information was forthcoming. The subject of LNG fuelled offshore vessels is so large that it was difficult to know where to start, without further input from the client.

The beginning of a consultancy project is critical to its successful completion. At this stage the question which forms the basis of the consultant’s work is posed by the client. A vague question or scope of work will either result in excessive cost to the client (as the consultant attempts to cover all the possible definitions of the scope of work) or a consultancy deliverable which doesn’t actually meet the requirements. As a client, do you have a clear idea of the question you are asking - what do you want to get out of the consultancy work? If not, refine this until you have a clear and concise scope of work for the consultant.

A good consultant can add value in this situation as they can assist the client with refining the scope of work. An example of a better question than the one posed to the author would be ‘write a report about LNG fuelled offshore vessels, particularly the potential growth of this market and the market opportunities for selling LNG bunker fuel.’ Another possibility is that a reasonably focussed scope of work is presented, and the consultant thinks they know what they are being asked to do, but after discussions with the client it seems that what is actually required is not what the client is asking. In this situation a good consultant can ‘get behind the question’ to the client’s requirements and avoid unnecessary work and cost.

Selecting your consultant

There are a lot of consultancy businesses in the market of varying sizes and costs. So how do you go about selecting a consultant for a particular project?

Do you need to engage a consultant?

The first question to ask is whether...
engaging a consultant is the correct action to take. From experience it seems that many consultancy reports are commissioned only to show others within the client organisation that something is being done on a particular subject.

ii. Does the proposed consultant have a track record? Can they give examples of previous projects undertaken? Do they have expertise in the particular field required? There is certainly something to be said for engaging consultants who have a wide range of experience and are not narrowly specialised, but the client needs to be confident that the proposed consultant can deliver a solution to the problem at hand.

iii. Can they prove their technical competence? It wouldn’t be a surprise to find out that a designer of diesel engines has some useful insights regarding problems with diesel engines and the resolution thereof. That’s not to say that a non-designer doesn’t, but the client needs to have confidence that a proposed consultant is technically capable to carry out the work.

iv. After initial discussions with the consultant do they quickly get to the bottom of what’s required? A good consultant will see the big picture and quickly understand the client’s needs - even if the client doesn’t accurately understand what they need.

v. Bigger isn’t always better. Consultancy firms come in many different shapes and sizes, from one man bands working out of a spare bedroom, to large companies with hundreds of staff around the world. There are pluses and minuses when considering either, which are not just related to cost. The larger consultancy has a wider pool of experience than a single consultancy, and theoretically more expertise. On the other hand, the smaller consultancy or one man band may have the particular expertise the client requires for a particular project, and the client knows who will be doing the work - which may not be the case when engaging a larger consultancy.

vi. Specialist or Generalist? Does the project require a depth of expertise in a small area, or a breadth of knowledge across a variety of subjects? In most cases, good generalists don’t know a little about a lot, they know a lot about a lot and are often very experienced.

vii. Can you get on with the individual consultant on a personal level? A good client-consultant relationship goes a long way to making a project successful, and while it isn’t necessary to be best friends with the consultant, the client needs to feel that they can trust and work with them.

viii. Don’t use a single consultant for everything. Many clients have a preferred consultant who they have worked with several (or many) times, who they get on well with and may even be friends with. The consultant has provided good work in the past, and so the client feels they have no need to change. This may not be the wisest strategy, as a consultant who has successfully carried out a series of ‘dropped object analyses may not be the best consultant to analyse the effects of passing ships on a moored vessel. Again, that’s not to say that only consultants who are narrowly specialised should be engaged, but that the client needs to have confidence in the ability of the consultant to carry out the project in question.

Take your time, do your homework, and you’ll certainly find the right consultant.

About the author: Duncan Grigg is a senior naval architect at OCS-D-IMT. Prior to joining the company he worked for a major marine and offshore consultancy firm and his career has included consultancy work in the fields of marine warranty, marine casualty investigation and work related to port development.
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WALK TO WORK VESSEL ‘KASTEELBORG’

Early March the second walk-to-work ship of Wagenborg Offshore was put into service under the name ‘Kasteelborg’. The vessel has been converted from a standard offshore supply vessel to this specialized walk-to-work vessel in just 12 weeks at the Royal Niestern Sander shipyard.

‘Kasteelborg’ will support the offshore activities on the southern North Sea under a 6-year contract with NAM and SHELL UK. The so-called ‘Walk-to-Work Emergency Response and Rescue Vessel’ will act as a standby and support vessel for inspection and maintenance of the unmanned platforms in both Dutch and British waters.

The ‘Kasteelborg’ will be deployed together with ‘Kroonborg’ for the maintenance of the dozens of unmanned platforms of NAM / Shell UK. The original idea of the ‘Kroonborg’ was to have all the major maintenance carried out. However, in practice the vessel was often used for unscheduled interventions at other platforms.

This made it impossible in practice to carry out maintenance according to a long-term planning. ‘Kasteelborg’ will therefore, next to ‘Kroonborg’, be deployed on this ad-hoc work. The cooperation between ‘Kroonborg’ and ‘Kasteelborg’ is a unique combination in the world of offshore maintenance.

STATOIL TO CHANGE NAME TO EQUINOR

The board of directors of Statoil proposes to change the name of the company to Equinor. The name change supports the company’s strategy and development as a broad energy company. The name Equinor is formed by combining ‘equi’, the starting point for words like equal, equality and equilibrium, and ‘nor, signalling a company proud of its Norwegian origin, and who wants to use this actively in its positioning.

“The world is changing, and so is Statoil. The biggest transition our modern-day energy systems have ever seen is underway, and we aim to be at the forefront of this development. Our strategy remains firm. The name Equinor reflects ongoing changes and supports the always safe, high value and low carbon strategy we outlined last year,” says chair of the board in Statoil, Jon Erik Reinhardsen.

“For us, this is a historic day. Statoil has for almost 50 years served us well. Looking towards the next 50 years, reflecting on the global energy transition and how we are developing as a broad energy company, it has become natural to change our name. The name Equinor captures our heritage and values, and what we aim to be in the future,” says Statoil’s President and CEO Eldar Sætre.

Once formally approved 15 May Statoil will start the roll out of the new name and brand.

ARKONA TOPSIDE INSTALLED

On Sunday evening 8th of April, the ‘Oleg Strashnov’ successfully installed the Arkona topside (approx. 4000Mt). The topside is meant for the offshore substation at the 385MW Arkona wind farm in the German Baltic Sea.

(courtesy EON)
Mammoet cuts shallow water wind farm costs

This was the difficulty faced by the installation contractors working on the Nissum Bredning wind farm being established off the Danish coast. One solution would have been to dredge the area to allow deeper draft vessels to operate but this was an expensive solution.

Mammoet, who specialise in heavy lift operations, found a solution for the installation of the four offshore wind turbines at Nissum Bredning. The turbines have been erected efficiently and cost-effectively by excluding dredging, which would have otherwise been imperative at this shallow-water site if a conventional approach had been employed.

Mammoet proposed using a barge that was fitted with an integrated ballasting system which allowed it to be lowered and grounded onto the seabed. This provided the necessary stability for the operation while at the same time, eliminating the need for dredging and it created a firm base similar to that used for onshore wind farms.

The wind turbines are mounted onto gravity jacket foundations and are grid-connected using a new cable and turbine concept with a 66kV voltage. The fourth and final Siemens Gamesa 7MW wind turbine was installed at the site in the Bay of Thyborøn in January, and the wind farm produced its first electricity in February.

According to the latest information from the Siemens team responsible for the installation of the wind farm they had never experienced so few errors during the commissioning of a new wind farm as with the four turbines at this new Danish near shore wind farm.

This 28MW offshore wind farm is a test bed for Siemens’ technology, and it will get support by receiving a guaranteed feed-in tariff of €0.09 per kWh for the first 50,000 full load hours of operation.

NISSUM BREDDING WIND FARM OFF DANISH COAST

NEW CABLE LAYING VESSEL

Prysmian Group announces an investment in excess of €170 million in a new cutting-edge cable laying vessel. This strategic asset will bolster Prysmian’s turnkey approach, under which it delivers end-to-end EPCI projects, from engineering, manufacturing and installation to full monitoring and diagnostic services. In particular it will support long-term growth prospects in the submarine cable installation business, strengthening the Group’s interconnection and offshore wind project execution capabilities.

Prysmian Group’s new vessel is intended to be the most capable cable layer in the market and to offer enhanced project versatility thanks to appended features such as: deep water installation capabilities for depths of more than 2,000 m; increased cable loading capacity thanks to large cable rotating platforms; capability to perform complex installation operations supporting a variety of burial systems, including heavy duty ploughs; state-of-the-art positioning and seabed systems and a reduced environmental footprint. The cable laying vessel is expected to be delivered by Q2 2020.

The Group’s submarine business secured several important contracts in 2017 with a robust order intake of approximately €1 billion developing a solid order book in excess of €2.400 million as at 31 December 2017. Recent main interconnection projects secured include F42 for a submarine link between Britain and France and an NGCP interconnection in the Philippines. In the offshore wind connections market, Prysmian has been awarded projects by RTE to link three offshore wind farms to the French electricity grid.

DEN HELDER AIRPORT BASIS EUROPSE SAMENWERKING

Een bondgenootschap van de zes grootste Europese offshore helikoptervliegvelden gaat een visie ontwikkelen op de toekomstige offshore helikopteroperaties voor de grote, ver van de kust gelegen windparken en op het onderhouden van een lijndienst tussen een aantal helikhaven. Na een tweedaagse bijeenkomst in Den Helder spraken de directeuren van Aberdeen International Airport, Emden Airport, Esbjerg Airport, Humberstone Airport, Stavanger Airport en Den Helder Airport zich positief uit over de vorming van een alliantie: De North Sea Heliports Alliance (NSHA).

De North Sea Heliports Alliance (NSHA) moet een platform worden voor Europese offshore helikoptervliegvelden dat overheden, energiebedrijven, havens en industriebedrijven bijstaan en veer boot bedrijven voor de offshore windindustrie op de Noordzee. Het idee is ontstaan vanuit de Europese ambities om een groot deel van de Noordzee te zetten voor het genereren van hernieuwbare energie. Op Den Helder Airport verzamelden de directeuren van de zes grootste Europese offshore helikoptervliegvelden zich afgezet vreugde voor een tweedaagse bijeenkomst om over de energietransitie te praten. De bijeenkomst was begeleid door Conny van den Hoff en business development manager Nick Waterdrinker. Naast een uitgebreide Kennismakers, stond er een interessant werkprogramma klaar. De zes directeuren hebben in Den Helder op de slotdag het initiatief met enthousiasme omarmd en besloten de vergaderingen elke keer roulerend op een andere luchthaven te houden. Zo vindt over drie maanden de oprichtingsvergadering op Aberdeen International Airport plaats en presenteert de alliantie zich in september tijdens de internationale WindEurope 2018 beurs in Hamburg.

MANKE OPERATIES OP SNORRE

DeepOcean has been awarded a significant contract for performing marine operation scope on the Snorre Expansion Project in the North Sea. The award covers project management, engineering, procurement of anchors for risers and umbilicals and offshore installation activities.

The offshore work includes installation of six integrated subsea template structures and manifolds, and installation of riser systems and umbilical systems on the Snorre A production platform.

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DE NIEUWE BESTUURSVOORZITTER TENNET

Manon van Beek wordt de nieuwe bestuursvoorzitter van TenneT. Van Beek is nu nog directeur van Accenture Nederland en al jarenlang verantwoordelijk voor energie- en waterbedrijven in Nederland en Europa. Van Beek volgt vanaf 1 september 2018 Mel Kroon op, die sinds 2002 aan het roer van TenneT staat.

The onshore project team will work out of DeepOcean’s offices in Haugesund and Stavanger, Norway. Offshore execution will be performed with DeepOcean’s construction vessel Edda Freya in 2019 and 2020.

The Alliantie vestigde zich in september 2017 in Den Helder en besloten te acteren van de komende drie jaar een jaarlijkse, van het onderhouden van een lijndienst tot en met het uitbreiden van de helikoptervluchtgebieden.
Nowadays, in all construction and maintenance phases of a wind farm offshore users can only rely on slow, limited bandwidth, or very high cost, i.e. VSAT, connectivity. The goal of nCentric is to give the offshore users a more reliable, high speed, high capacity internet link which covers the full Belgian North Sea even back to shore. This will be a unique and very powerful solution decreasing communication costs drastically.

The roll out will be done in several phases starting with the installation of 3 network stations offshore, followed by 4 systems onshore. This will enable the full 5G coverage in the entire Belgian North Sea. Not only wind farm installation projects but also rescue, towing, dredging as well as survey operations or even crew well fair, will benefit from this new network and its capabilities.

Customer Van Oord will use this technology in combination with the nCentric Nova nodes for its cable lay operations in the Norther wind farm. For doing this a total of 11 – 17 vessels will be equipped with this technology obtaining high speed Internet on board for a fraction of the standard VSAT costs.
Eind maart heeft het kabinet de ‘Routekaart windenergie op zee 2030’ op zee opgericht voor de doorvoer van windenergie op zee tussen 2024 en 2030 gepresenteerd. Deze routekaart geeft als het ware een windenergiecentrale op de Nederlandse Noordzee vorm en met welke manier om te gaan en in gebruik genomen worden. De voorbereiding van dit succesvolle beleid van het ministerie van Economische Zaken & Klimaat heeft volgens TenneT het beste profiteren op zee bij komen. De afgelopen jaren hebben Huisman, Siemens en Van Meer hun samenwerking succesvol beproefd. Voor twee schepen van OOS International uit Serooskerke bouwde Huisman vier identieke kranen met een hijsvermogen van 2.200 ton per stuk. Het diviersysteem voor de eerste kranen is al opgeleverd en wordt momenteel ingebouwd. Daarna volgen de andere drie kranen. HUISMAN APPORTOIN CE Huisman announced that Theo Bruinjinx is appointed as the company’s new Chief Executive Officer. This appointment follows the decision of Joop Roorda to step down as the company’s CEO, due to the role of President. Theo Bruinjinx will be overall responsible for the daily operation of the company. Joop Roorda will focus on the continuous development of step changing technical solutions and on the valued relationships with customers. The Huisman Works Council, which involved in the process, gave a positive advice on the appointment. On 1 May 2017, Theo Bruinjinx (55), a Business Economics and Postdoctoral Controller graduate, joined Huisman as Chief Financial Officer and member of the Board.

DIENENDE ZONNECENTRALE OP ZEE Een consortium van bedrijven en kennisinstellingen gaat 15 kilometer voor de kust van Schiermonnikoog Nederlandse eerste dienende zonnecentrale op zee bouwen. De komende drie jaar te bouwen zonnecentrale heeft de vracht van een geproduceerd zonne-energie voor een jaar bekostiging voor 1.200 tot 1.500 huishoudens. VATTENFALL WINS TENDER HOLLANDSE KUST ZUID Mid March was announced that Vattenfall won the award for the Hollandse Kust Zuid offshore wind farm in the Netherlands. Vattenfall will continue to develop the wind farm of 700-750 MW which could produce renewable electricity for 1 to 1.5 million homes.

“This is excellent news for Vattenfall and the Netherlands. It is a significant step for us in view of our ambitions to grow in renewable energy production. We have previously announced that we intend to invest SEK 13 billion (EUR 1.5 billion) in growth investments in wind power for the period 2017-2018. The Netherlands is an important market for us and this will be our second offshore project there. It’s a great honor for us to get the opportunity to contribute with this project to the transformation of the Dutch energy system,” says Magnus Hall, Vattenfall’s President and CEO.

“Winning the bid for Hollandse Kust Zuid is a result of our continuous cost reduction efforts along our entire value chain and the solid track record and portfolio approach of our company. We are very happy to enlarge our contribution in making the Dutch energy system more sustainable and support our customers, large and small, on their way to become climate smarter,” says Gunnar Groebler, Senior Vice President Business Area Wind.

According the tender rules, the wind farm needs to be fully operational within 5 years after an irrevocable permit. Vattenfall will now make the final preparations for this project including the design of the wind farm, continuation of the internal planning and finalizing the tender process for major components. Facts Hollandse Kust Zuid: 356 km² in total, located 22.2 km off the west coast of the Netherlands, total capacity between 700-750 MW.
Schiedam-based engineering company Enersea is the designer of the Cable Installation Spread (CIS) for Tideway’s new-built multipurpose vessel ‘Living Stone’. The CIS project is an ambitious venture making the ‘Living Stone’ the safest and fastest cable lay vessel in the world.

The activities of Enersea were not limited to engineering only. Concept, basic and detailed design were followed by assisting in the tendering process, subcontractor guidance and supervision, rendering fabrication support, commissioning and mobilisation, where Enersea worked integrated in a team of Tideway specialists.

Theo changed our working location to be built. In January 2017 both me and another. We also assisted Tideway in the design and the detailed design was subsequently taken to basic and subsequent phases from sketches into first concepts and further.

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**Design challenge**

In September 2015, Tideway approached Enersea with the assignment to participate into the design of the best cable lay system in the world. Many engineers from Enersea were involved in the project but two had a key role: Kasper Koch and Theo Renes. And both are still part of Tideway’s project team today.

From the very beginning Kasper had a leading role in the conceptual design of the cable lay installation and has been project responsible for the structural and mechanical engineering part. Theo stepped in at the basic engineering and set up the systems engineering for the cable lay system. During the project Theo was responsible for the hydraulics, the control system, the winches and the commissioning.

From the start Kasper knew he had a true challenge on his hands. Together with Tideway’s R&D Lead Engineer Marco Gremmen, he started the design concept of the spread. It took them about three months to come up with the functional design and the detailed design was finished in April 2016.”We were given carte blanche to come up with solutions to create an innovative cable lay system. It is great to transform your own ideas from sketches into first concepts and subsequently take them to basic and detailed design. All the project phases have just gone very smoothly from one to another. We also assisted Tideway in the tendering process for all the equipment to be build. In January 2017 both me and Theo changed our working location to the shipyard where the CIS was built. Since our own ideas are turning into reality, we can easily guide subcontractors if things need to be different than they have envisaged in practice.” Theo adds: “We have already commissioned the CIS at quay side in March and right now it is mobilised onto the ‘Living Stone’. It is quite unique as engineering company to be involved in the complete process. Theory and practice come together.”

**Time saving**

“The design of the cable lay system has been focused around cable and CPS logistics, making the ‘Living Stone’ unrivalled in the current market with regard to cable installation efficiency,” Kasper explains. “On traditional cable lay vessels, the cable lay process for infield cables is mainly sequential. The mounting of the CPS is a time-consuming operation. For the ‘Living Stone’, the logistics on board have been designed in such a way that cable laying and cable protection can take place simultaneously, cutting installation time in half and minimising the required manual handling.”

**Centralised controls**

Theo continues: “Another important feature of this cable laying system is the centralised operation of all systems on board from the Deck Control Cabin. This cabin is situated on an elevation on the aft deck. In this way, a cable lay operator has a complete overview of all activities on deck. In addition, the entire ship has multiple communication systems and an integrated monitoring system. As a result, all disciplines on board the ‘Living Stone’ are constantly in contact with each other. In this way efficient and safe working is safeguarded.”

**Redesigned Quadrant handling system**

To maintain the tension in the cable within predefined boundaries.

**Length buffering system**

Another striking innovation is the length buffering system which is currently being patented. Instead of moving the ship back and forward, the system can buffer up to 80m of cable.

**Slack compensation system**

This system allows the outboard cable tensioner to respond very quickly to conditions at sea without the tuntable having to adjust its pace. The purpose of the slack compensation system is to maintain the tension in the cable.

**Centralised controls**

The control system is advanced and practical at the same time. It enables full control of the system from just one location.

**Modular system**

Because the CIS is designed as a modular system, it can easily be changed to different configurations with short turnaround times in this way adjusting to the job the ‘Living Stone’ has to carry out. The system can also be quickly removed from the ship in case of conversion to rock placement. And because of its modular nature the CIS can also be installed on other vessels. It is a stand-alone system, independent of the vessel.

**Mega cable diameters**

With offshore wind turbines increasing in size and capacity, cables will get bigger in diameter. The ‘Living Stone’ is ready for the future and can handle cables up to 400mm!”
Theo expounds: “Breathth and depth are the best cable layer in the world!”

With Kasper and Theo, we achieve a challenging project and together the Enersea engineers. “The CIS is confirm the smooth cooperation with and Cees Engelbert, Lead coordinator CIS. Also Ad van der Pennen, Project Manager organisation. It's a perfect fit and completely agrees. "Theo and Kasper Engineering Manager at Tideways and Kasper Koch, Sr. Mechanical Engineer (right)."

Breadth and depth
Theo expounds: “Breathth and depth are the right words to describe our contribution to this project. From creating the ideas, to executing and controlling the process. For example drive and control systems was one of my responsibilities. My role in this field was quite broad, it ranged from the first set up of a network to guiding and supervising subcontractors who had to do the job. Same goes for the visual design of the software of which I did the concept and further supported and monitored the contractor who was awarded this part and also commissioned the software. Furthermore, I was responsible for tenders and winches and carried out Failure Mode Effect & Criticality Analyses on the compete cable lay system. Using this method, we analysed potential failures and its consequences and adapted the design when necessary.”

Innovation award
The integrated project team from Tideway and Enersea won DEME’s innovation competition in 2017. Selected from over 300 innovations and ideas, from the different companies belonging to DEME group, the jury found the Cable Installation Spread the most inspiring of all. The ‘Living Stone’ is that the two 5000 tonnes canuals are stationed below deck, leaving a 3100m² free deck that can accommodate different cable lay configurations. Apart from the cable installation spread, the deck can accommodate a fall pipe system, ROV’s, subsea trenching tools and a 600 tonnes crane. The vessel is also fitted with a 7.7 by 7.7m moonpool. The deck layout also cares for installation of a Vertical Lay System aiming for the laying of future deep water cable installation projects.

Vessel specific features
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The ship features DP3 (Dynamic Positioning 3) capability and has been designed as an environmentally friendly vessel with dual fuel engines with LNG being its prime fuel. The ‘Living Stone’ has a Green Passport and the Clean Design Notation awarded to owners and operators who choose to design and operate their vessels in an environmentally sustainable approach.

‘ACTA ORION’ TO SUPPORT TIDEWAT AT MERKUR OWF
Acta Marine has been awarded a contract to assist Tideway with its cable pull in, testing and termination campaign on the German Offshore Wind Farm Merkur. The contract concerns the charter of Acta Marine’s walk to work vessel Acta Orion. After a 300 day campaign working on OWF Race Bank, Acta Orion was recently docked at Orange Park Amsterdam to perform its 2.5 year intermediate survey. In addition an extensive maintenance campaign was performed on its Ampelmann E-type system to prepare it for this seasons work.

Acta Orion will be performing accommodation and HV1V services on Merkur OWF and in addition will also perform cargo transfers to assist the tower teams using the cargo functionality on the Ampelmann E-1000 gangway. The vessel will operate from the Dutch port Eemshaven.

MERGE BIBBY OFFSHORE AND REVER OFFSHORE
Fara Holdco, owners of the Bibby Offshore group of companies announced a merger with Rever Offshore AS. Rever’s subsidiaries include CECON Contracting as well as two vessel companies which own the ‘Cecon Excellence’ and ‘Cecon Sovereign’.

The combination of Bibby and CECON Contracting will create a larger and more robust offshore installation delivery business both in the North Sea and internationally, currently focused on the Atlantic and Mediterranean regions.

Supported by strong ownership, the Bibby-Rever platform is well positioned to deliver ever greater service quality and efficiency for clients.

The combined company will continue to evaluate growth opportunities in its core divering and subsea umbilicals, risers, and flowlines markets.

CONVERSION BOKALIFT 1
Bakker Sliedrecht has played an important part in the conversion of Boskalis’ heavy transport vessel (HTV) Finnebo into transport and installation crane vessel (HLV) Bokalift 1. After the official launch, Boskalis will deploy the vessel for building offshore wind farms, the installation and decommissioning of oil and gas platforms and salvage projects.

Due to its huge empty deck space of 165 by 43 meters and its mid-ship, 3000 tons revolving Huiman Crane, the Bokalift 1 can double the usual load of existing crane and transport vessels. Thanks to the innovative dynamic positioning 2-system (DP2) the vessel will remain stable at its position at all times.

During the conversion Bakker Sliedrecht was responsible for the supervision and coordination between the client and all participating electro technical parties. Both during the conversion at the Keppel shipyard in Singapore, the installation of the crane by Huiman in China and during the intensive FMEA tests in Cape Town.

During the conversion, the large ballasting tanks, which made the heavy transport vessel semi-submersible, were converted to give way to the requirements of the new DP2 vessel. The ballasting tanks were replaced by an electric driven electro-hydraulic system.

The new crane was equipped with a four-legged spreader beam and a deep water spreader beam.

JUMBO APPOINTS HUISMAN
Jumbo made a formal investment decision to appoint Huisman Equipment for the design and construction of two offshore mast cranes for the new DP2 Heavy Lift Crane Vessel (HLCV) to be delivered in the first quarter of 2022.

The second subsea crane vessel for 400t with an Active Heave Compensation (AHC) main hoist to control the position of a load relative to the seabed. This crane, positioned to easily service the moon pool, will also have a depth rating of 3,000 metres and will be equipped with a man-riding whip hoist.
SAFE PASSENGER AND LOAD TRANSFER

INNOVATIVE BARGE FOR WIND COMPONENT LOAD-OUT

ALE’s latest marine investment, the Sarah S barge, has been deployed on its inaugural job to transport transition pieces (TPs) as part an offshore wind project in the UK. ALE was contracted to provide the specialist offshore engineering as well as the marine transportation, sea-fastening, load-out and ballasting of over 100 TPs for Ørsted’s Hornsea Project One, set to be the biggest wind farm in the world. For the structural engineering, ALE utilised its in-house expertise and the Conbit team performed the structural integrity and sea fastening calculations of the gallowages on the barge deck. ALE began their heavy lifting and transportation scope in March, loading-out the TPs, each weighing 337t and measuring 25m high, from the fabrication yard onto the barge and performing the sea-fastening and marine transport. Once on the Sarah S barge, the TPs are transported on the River Tees to the discharge berth.

The Sarah S is 3m narrower than most North Sea barges, making this innovative barge ideal for this project, as it can fit between the quayside and the offshore installation vessel and falls in line with the vessels crane radius limits, for transferring the TPs from the barge to the installation vessel.

“This project demonstrates our ability to offer the full, specialist marine scope of work. From utilising our internal expertise and engineering unique solutions, to offering an extensive fleet and operational skills, we can manage the complete project,” explains Steve Small, Commercial Manager – Marine. “We have the variety to select the most suitable vessel for the project location and scope, ensuring the client saves time and costs on the project.”

So far, ALE has loaded-out the first five TPs and successfully completed the first discharge onto the installation vessel. The operations are expected to last until the end of 2018.

OFFSHORE WIND ENERGY GROWS DRAMATICALLY

The latest edition of Westwood’s World Offshore Wind Market Forecast predicts that offshore wind energy will account for more than a quarter of overall offshore capex by 2022. Based on a thorough review of the latest project data, Westwood forecasts that more than 15,300 offshore wind turbines will be installed between 2018 and 2027, with total global cumulative capacity to reach just less than 113 GW by 2027, including projects at the concept and speculative stages of development. Overall spend associated with offshore wind development over this period is expected to total €464bn (US$570bn). To put this in context, with the current growth expectations offshore wind will account for 27% of total offshore capex – offshore oil and gas and wind combined – by 2022. This compares to just 4% in 2013.

“As recent years have shown, this growth will provide opportunities across the marine equipment and engineering sectors, with a number of oil and gas companies diversifying in order to meet new demand,” said Westwood. “This includes heavy-lift, cable manufacture and installation/ burial, fixed platform structures, as well as early stage site survey and geotechnical data analysis.”

The analyst said key projects driving global capital expenditure will be predominantly offshore the UK and Germany, with a period peak of €578bn forecast in 2025. This includes the 1,386 MW Hornsea Project Two in the UK and the 497 MW Hohe See development offshore Germany.

ALLSEAS SECURES BALTIC CONNECTOR CONTRACT

Baltic Connector and Elering have signed an agreement with Swiss company Allseas for the installation of the €282m Baltic Connector offshore gas pipeline between Estonia and Finland.

Baltic Connector is a state-owned company launched in 2015 to implement the Finnish part of the Balticconnector gas pipeline, which will connect the gas grids of the Finland and Estonia.

Planned to be commissioned in 2020, the transnational gas pipeline is intended to create alternative supply channels for the isolated Finnish gas market. It will connect Finland to the transmission network of rest of EU countries.

Allseas plans to commence the installation work in summer 2018 with seabed preparations while the actual pipeline installation is scheduled to commence in summer 2019.

The 150 km pipeline, which will connect Paldiski, Estonia, and Inkoo, Finland, is segmented into three divisions. These include a 22km Finnish onshore section, an 81km offshore section on the seabed of the Gulf of Finland, and a 47km Estonian onshore section.

ALLSEAS GETS ANOTHER DEEPWATER CONSTRUCTION VESSEL

Early March Allseas acquired the Deepwater Construction Vessel ex Toisa Patroklis, built at the Hyundai Yard in Korea in 2015 and renamed the vessel ‘Fortitude’.

The vessel will dominantly work as an Offshore Support Vessel for Allseas’ flagship ‘Pioneering Spirit’. Now working on the first part of the Turkstream pipeline across the Black Sea, the ‘Pioneering Spirit’ will then be heading to Norway for its first installation Project. Johan Castberg topside this summer. Then the second part of Turkstream will be completed. End this year the 5000 tonnes Huisman Offshore Crane will be installed at PS aft of the ‘Pioneering Spirit’.

www.lift2work.nl +31 (0)88 26 28 688 info@lift2work.nl
LEG ENCCIRCLING CRANE INSTALLED

At the end of February, the 1,600mt Huisman Leg Encircling Crane for Van Oord was successfully installed on board their offshore installation vessel ‘Aeolus’.

The tow and final installation of the Maersk Resolve was safely executed with the assistance of AHTS Njord Viking (210t BP), AHT Fairplay 33 (103t BP) and the AHT Multitug 4 (75t BP) of Multraship.

The new crane, the biggest Leg Encircling Crane ever built, will enable Van Oord to work in extreme weather conditions with maximum efficiency and safety.

The crane is built around the jack-up leg and if required the boom can be swung allowing for optimal use of free deck space.

HANS WINTERS' NEW ACQUISITION,
CEO SIEMENS

Hans Winters (49) is appointed to the position of Chief Executive Officer (CEO) and on the board of the management of Siemens Nederland. Hans Winters will be responsible for the business unit Energy.

DEUTSCHE BUCHT AAN NEUS EEMSHAVEN VOORBIJ

The windmolenindustrie in de Eemshaven loopt tegen zijn grenzen aan. Vanwege het ruimtegebrek in de Groninger zeehaven is de bouw van een nieuw windpark in de Duitse Bocht aan de noordkant van de Eemshaven voorbij gegaan. Het wordt nu vanuit Cuxhaven gedaan.

De Emshaven had de beste papieren voor het project. Vooral omdat het vanuit de Groninger zeehaven minder ver varen is naar het offshore windpark Deutsche Bucht, dat ligt in de Duitse Bocht, 95 kilometer ten noordwesten van Borkum. De bouw van 21 windturbines van elk 8 MegaWatt wordt gedaan door het Nederlandse Van Oord.

WINNER OF THE YEAR

HANS WINTERS NIEUWE CEO SIEMENS.

Hans Winters (49) is benoemd tot nieuwe Chief Executive Officer (CEO) en voorzitter van de raad van bestuur van Siemens Nederland. Hans Winters volgt Ab van den Touw op die op 1 april 2018 met pensioen gaat.

Winters was voorheen werkzaam bij Siemens AG in München. Vanaf 1993 was Winters werkzaam bij Pricewaterhouse Coopers (PwC) en van 2003 tot 2007 was hij als partner verbonden aan PwC.

SUBSEA 7 ACQUIRES SIEM OFFSHORE CONTRACTORS

Subsea 7 acquired Siem Offshore Contractors and two vessels. The acquisition includes the entire issued share capital of Siem Offshore Contractors, the inter-array cable lay vessel ‘Siem Aimery’ and the support vessel ‘Siem Moxie’. The acquisition will further expand Subsea 7’s presence in the renewables segment.

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ON STREAM

'‘MAERSK RESOLVE’ INSTALLED AT Q/1-D PLATFORM

After successfully completing a drilling campaign on the Q/1-2-A production platform near the Dogger Bank, the ‘Maersk Resolve’ drilling rig was relocated to Wintershall Nordzee’s Q/1-D platform. The 110 nautical mile relocation of the 2009 built jack up has been co-ordinated and executed by OMV in close co-operation with operator Wintershall Nordzee and drilling contractor Maersk Drilling.

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DEUTSCHE BUCHT AAN NEUS EEMSHAVEN VOORBIJ

The windmolenindustrie in de Eemshaven loopt tegen zijn grenzen aan. Vanwege het ruimtegebrek in the Groninger zeehaven is de bouw of een nieuw windpark in de Duitse Bocht aan de noordkant van de Eemshaven voorbij gegaan. Het wordt nu vanuit Cuxhaven gedaan.

De Emshaven had de beste papieren voor het project. Vooral omdat het vanuit de Groninger zeehaven minder ver varen is naar het offshore windpark Deutsche Bucht, dat ligt in de Duitse Bocht, 95 kilometer ten noordwesten van Borkum. De bouw van 21 windturbines van elk 8 MegaWatt wordt gedaan door het Nederlandse Van Oord.

WINNER OF THE YEAR

HANS WINTERS NIEUWE CEO SIEMENS.

Hans Winters (49) is benoemd tot nieuwe Chief Executive Officer (CEO) en voorzitter van de raad van bestuur van Siemens Nederland. Hans Winters volgt Ab van den Touw op die op 1 april 2018 met pensioen gaat.

Winters was voorheen werkzaam bij Siemens AG in München. Vanaf 1993 was Winters werkzaam bij Pricewaterhouse Coopers (PwC) en van 2003 tot 2007 was hij als partner verbonden aan PwC.

SUBSEA 7 ACQUIRES SIEM OFFSHORE CONTRACTORS

Subsea 7 acquired Siem Offshore Contractors and two vessels. The acquisition includes the entire issued share capital of Siem Offshore Contractors, the inter-array cable lay vessel ‘Siem Aimery’ and the support vessel ‘Siem Moxie’. The acquisition will further expand Subsea 7’s presence in the renewables segment.

WWW.OCEAN-ENERGYRESOURCES.COM

ON STREAM

'‘MAERSK RESOLVE’ INSTALLED AT Q/1-D PLATFORM

After successfully completing a drilling campaign on the Q/1-2-A production platform near the Dogger Bank, the ‘Maersk Resolve’ drilling rig was relocated to Wintershall Nordzee’s Q/1-D platform. The 110 nautical mile relocation of the 2009 built jack up has been co-ordinated and executed by OMV in close co-operation with operator Wintershall Nordzee and drilling contractor Maersk Drilling.

The tow and final installation of the Maersk Resolve was safely executed with the assistance of AHTS Njord Viking (210t BP), AHT Fairplay 33 (103t BP) and the AHT Multitug 4 (75t BP) of Multraship.
Ik ben begonnen bij HMC in april 2014. Naast techniek, probeer ik ook bij verschillende bestuursorganen van studentenleven van de TU Delft, en in 2013 studeerde ik met mijn studie Werktuigbouwkunde de kennis te bevredigen. In 2006 begon ik een studie te doen om deze honger naar energie naar boven. Ik weet nog goed dat ik op mijn basisschool in Tilburg een mysterieuze van de technologie. Omdat ik gefascineerd was door het openbaarheden, transparantie en zoek vrijwel alles wat. Ik wist nog goed dat ik op mijn basisschool in Tilburg een mysterieuze van de technologie. Omdat ik gefascineerd was door het

Kun je jezelf kort introduceren?

Even voorstellen

Om YOUNG IRO leden de kans te geven zich te presenteren aan de vaderlandse 'offshore' industrie, heeft Ocean Energy Resources hen aangeboden als een soort 'even voorstellen' platform te dienen. Voor de offshore 35-minners is het immers belangrijk om aansluiting te vinden bij de gevestigde orde. Aan het woord is ditmaal Vincent Doedee van Heerema Marine Contractors (HMC).

Wat is je achtergrond?

Al vrij vroeg kwam mijn nieuwsgierigheid en interesse voor energie naar boven. Ik weet nog goed dat ik boven op mijn basisschool in Tilburg een mysterieuze van de technologie. Omdat ik getrokken was door de technologie, dat ik altijd ben in een energie te brengen zonder subsidies. Dit betekent dat ik de beleid op het gebied van duurzaamheid en de duurzame projecten binnen Heerema-uitlot. Duurzaamheid voor ons betekent - kort voor de bocht - een goede balans tussen planet, product en profit. De triple bottom line Gezien de activiteiten van Heerema gaat een groot deel van mijn tijd uit naar het vinden van projecten die onze footprint verlagen, offshore, brandstoffesparingen. Goed voor de portommeren, die natuurlijk en uiteraard de klant. Een van de zaken die me het meest aangetrokken heeft is ons onderzoek naar het gebruik van walstrom in het Calandkanaal in Rotterdam. Dit project bezorgt het om generatoren aan boord van onze schepen uit te zetten en groene stroom te produceren. Een CAPEX model stelt investeringen zeker, ondanks steeds vaker voorkomende negatieve energieprijzen, en draagt dus bij aan mijn visie van het energie-ambitiën. Ik geloof dat dit een CAPEX model geschikt is voor de circulaire maatschappij van de toekomst en daar wil ik dan ook aan werken.

Welk je ervaring gekozen in de (Nederlands) olié, gas & wind industrie te gaan werken?

Een van de redenen die mij ertoe bracht om me met duurzaamheid bezig te houden, is de pastorale van de toekomst. Toch ben ik overgegaan naar Offshore Engineering at EY

Wat zijn je ambities?

Heeft een belangrijk ambtie om menselijke partijen er onder lijdt.
In de nieuwe film laat IRO zien waarom de olie-, gas- en hernieuwelijke industrie in Nederland tot de top 5 van de wereld behoort. We zijn al heel lang pioniers en innovatoren in de industrie en technologie. Onze visionaire ideeën en uitzonderlijke projecten samen. We werken samen met onze kennis- en innovatieketens om vooruitgang en ongekende uitdagingen voor de wereld te leveren.

IRO zal de film gebruiken tijdens (international) evenementen, seminars, presentaties en op de IRO website. De film is beschikbaar in internet, YouTube, IRO websites voor alle leden en we nodigen u uit om deze optimaal te gebruiken en te delen.

Voor meer informatie, raadpleeg www.iro.nl/calendar.

IVO COMMISSIES AANGEPAST AAN VERANDEREND MAATSCHAPPELIJK KLIMAAT

We bevinden ons in een landschap dat voortdurend in beweging is, veelal gericht op het klimaat- en energiebeleid. We moeten de uitdagingen en het potentiële van de nieuwe klimaat- en energiebeleid zien en de kans om ervan te profiteren. In het klimaatbeleid zijn er vele eisen om te genieten van de energiebeleidsbeleid. De nieuwe IRO commissies presenteren:

- Innovation & technology, voorzitter Mark Weine (Pugno), coördinator Tjerk Suurenbroek
- International relations & communications, voorzitter Arjan Klijnpoon (Royal IHC), coördinator Marlies Kraaijeveld
- Oil & gas, voorzitter René Peters (TNO), coördinator Tjerk Suurenbroek
- Renewables, voorzitter Jan Willem van der Graaf, coördinator Tjerk Suurenbroek
- Sustainability & safety, voorzitter Michael Kahn (Jumbo), coördinator Tjerk Suurenbroek

De sprekers van de dag waren Thijs Kamphuis (DOB Academy), een presentatie gaf over de belangrijkste verschillen, maar ook over de rol van het olie- en gassector en de rol van de IRO in het klimaatbeleid. De spreker toonde aan hoe de rol van de IRO in het klimaatbeleid is en hoe de rol van de IRO in het klimaatbeleid is en hoe de rol van de IRO in het klimaatbeleid is.

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1-DAAGSE CURSUS OFFSHORE WIND BASICS

BEREID U VOOR OP BREXIT

Op 29 maart, precies een jaar voor het Voorzitter VNO-NCW waarschuwde dat er nog steeds sprake is van een kans op een chaotische Brexit.


De middag stond in het teken van informeren, delen en stimuleren. Of Commerce (NBCC) in samenwerking met het Ministerie van Buitenlandse Zaken van de Nederlandse regering en VNO-NCW.

CORPORATE RESPONSIBILITY: GEEN FAKE NEWS!

De CR werkgroep gaat evalueren en bekijkt hoe dit verder op te pakken.

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Deze cursus wordt georganiseerd door DOB-Academy in samenwerking met IRO en NWEA. Tijdens deze cursus leren de deelnemers de basis van de Offshore windenergie industrie.

Inhoud cursus
- De snelle groei en ontwikkeling van de offshore windenergie industrie
- Het effect van beleid en maatschappelijke behoeften bij de ontwikkeling van offshore windenergie
- Hoe wordt wind omgezet in elektriciteit, hoe wordt deze elektriciteit naar de consument vervoerd en hoe kan een business case hiervoor worden gemaakt
- Inzicht in de levenscyclus van een windpark, inclusief ontwerp, constructie, installatie, werking en onderhoud

Locatie: De Oude Bibliotheek, Delft

Kosten
€ 495,- excl. BTW
Het cursusgeld is inclusief lesmateriaal en lunch.

Voetaal: Nederlands (Engels indien Engelsaanvullingen in de cursus)

Beschikbare data en aanmelden
De volgende datum is beschikbaar:
- 6 juni - 5 september - 28 november

Check www.iro.nl kalender voor meer informatie en actuele cursusdata.

1-DAAGSE IRO OLIÉ & GAS CURSUS INCLUSIEF BEZOEK AAN UNIEKE OFFSHORE EXPERIENCE

Inhoud cursus
- Cursus voor niet-technische medewerkers of nieuwkomers in de olie- en gasindustrie
- Inzicht in de hele upstream keten van het olie- en gazsector
- Overzicht van het wereldwijde energievraagstuk, waaronder hernieuwbare energie
- Goed en globaal inzicht in de hele upstream keten van het opsporen tot het verwerken van olie en gas
- Cursus voor niet-technische medewerkers of nieuwkomers in de olie- en gasindustrie

Locatie: Maritiem Museum Rotterdam

Kosten
€ 450,- excl. BTW
Het cursusgeld is inclusief lesmateriaal en lunch.

Beschikbare data en aanmelden
De volgende datum is beschikbaar:
- 13 juni - 12 september - 24 november

Check www.iro.nl kalender voor meer informatie en actuele cursusdata.

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(Foto: Marco de Swart)
Met ruim 190 deelnemers in de zaal was de jaarlijkse EY-IRO Oil & Gas Industry Forecast op 27 maart weer een succesvol evenement. Ook dit jaar gaf Malcolm Dickson van Wood Mackenzie weer een presentatie over de huidige en toekomstige investeringen, zowel in de Noordzee als vanuit een mondiaal perspectief.

Guillaume Petit van EY presenteerde de resultaten van haar nieuwste onderzoek naar Oil Field Services. Met het oog op de sterke groei van hernieuwbare energiebronnen aan en buiten de kust, doen zich nieuwe kansen en uitdagingen voor. René Peters van TNO legde uit hoe systeemintegratie tussen offshore wind en offshore gas een nieuwe impuls kan geven aan de energietransitie.

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This has led to the installation of anti-corrosion systems. More and more ICCP systems are being used in offshore wind to prevent corrosion.

NEW TOOL TO MODEL WATER REPLENISHMENT

Deltares developed a new tool to model water replenishment and anti-corrosion systems inside offshore wind turbines. By linking realistic metocean conditions with water quality processes Deltares can help with the optimisation of the number, positioning and size of water replenishment holes in monopiles. These replenishment holes are needed to prevent acidification of stagnant water, which can cause damage to sensitive cables and other fitting inside the monopile. This acidification is caused by the chemical reactions of the Impressed Current Cathodic Protection (ICCP) used to prevent corrosion of monopiles in offshore wind farms.

CONSORTIUM WINS BORSELE V TENDER

The Two Towers consortium, consisting of Van Oord, Investi Offshore and Green Giraffe, has won the tender for Borssele Wind Farm Site V. MHI Vestas Offshore Wind is the preferred supplier for the wind turbines. Borssele V has been designated as an innovation site, situated within Site II of the Borssele Wind Farm Zone. The offshore wind farm is located more than 20 kilometres off the coast of Zeeland, the Netherlands and consists of two turbines of 9.5 MW each. Once operational in 2021, the 19 MW offshore wind farm will provide sustainable energy to 25,000 households. Van Oord is responsible for the design and the offshore works, while Green Giraffe will assist in the project management and financing of the project. Investi Offshore provides the project director.
‘We are a multidisciplinary engineering firm providing full design, engineering and consultancy services.’