

# 'Offshore West Hinder' accepted at Seawork 2012



South Boats Special Projects Ltd. is delighted to announce the acceptance today of its 61st offshore wind farm crew transfer vessel, 'Offshore West Hinder' by Offshore Wind Services BV at Seawork 2012, where the vessel is currently on display. Her sister ship 'Offshore Wandelaar' has passed to a contract in Denmark following successful trials and acceptance.

Continued Overleaf

Offshore Wind Services BV is a wholly owned subsidiary of Workships Contractors BV and Royal Doeksen based in Rotterdam, Netherlands. Offshore Wind Services BV recently announced the acquisition of well-established UK operator, Offshore Wind Power Marine Services Ltd. As a result 'Offshore West Hinder' is now the tenth South Catamaran in the OWS fleet joining the 1 x 19m, 4x15m, 3x12m and 1x10m vessels already built over recent years.

The 'Offshore West Hinder' has an LOA of 21m, Beam of 7.4m, Draught of 1.1m and a lightship displacement of 43 tonnes. The 19m WFSV is a development of the smaller 18m and features increased fuel efficiency, higher performance, higher deck cargo including container mounts and lashing points, provisions for secondary access systems and a soft mounted passenger saloon and bridge to increase comfort (and reduce noise and vibration) on the longer and more arduous conditions experienced further offshore. Specific features fitted to the OWS vessels are a slightly different superstructure to feature two forward access doors, a central aft deck towing post and twin stern anchor fairleads, davits and capstans to allow for three point anchoring.

Powered by twin MTU 10V2000M72 1200mhp diesel engines coupled to Ultra Dynamics UJ575 water jet units, the vessel achieved a sprint speed of 27.5 knots and is capable of cruising at speeds in excess of 22 knots with full tanks and a full complement of 12 passengers. One feature of the new design and a benefit of the full bow concept is only a 2 knot drop off in performance with 10 tonnes of cargo on the forward deck. The vessel has an approved stability booklet to carry up to 16 tonnes of cargo, 12 on the forward deck and 4 on the after deck. The vessel features anti-noise and vibration paint coatings, double glazed windows, remote air intakes and outlets, noise and vibration absorbent sole panels and isolated side and overhead panelling, which in conjunction with the soft mounted superstructure, attached with only eight mounts, the passenger saloon and bridge are near silent at cruising speed. The vessel is built under survey and certified to DNV +1A1 HSLC R2 Wind Farm Service 1 and MCA Workboat Code Category 1 for operation on any UK and European offshore wind farm.

The vessel features numerous systems including fuel transfer capability to supply offshore generators, a pressure washer to wash down boat landings and ladders, integrated through raft anchor recovery system and spare hydraulic capacity for deck cranes and secondary access systems. Internally the vessel features 12 sprung seats, a large galley, large mess seating area and plenty of vessel and O&M spares lockers. All saloon furniture, including seats, are mounted to a track system enabling swift re-arrangement or removal of furniture to suit specific roles and tasks. Another benefit of the soft mounted superstructure are the new 'electrical cabinets' fitted at the aft end of the lower saloon with excellent access to electrical items.

The upper bridge is accessed via a stairway from the aft saloon and features a fully integrated ship control and monitoring and navigation and communications system across the front of the bridge. The specially designed console is based on 19" racking with all processors and equipment each allocated a pull out drawer to enhance serviceability and maintenance, which all help reduce breakdowns and down time. The vessel has two independent control systems that enable the vessel to remain fully operational in the event of a control system failure. These features have been designed and integrated following extensive analysis to increase serviceability, providing clients with reduced down time and greater earning potential.

South Boats continues to build 25 wind farm crew transfer vessels per annum and the new generation 13m, 16m, 17m, 19m, 24m and 28m designs are now populating the range. All of the new generation vessels feature modular superstructures, integrated systems, options for secondary access systems and new bow fender system. With 5 years experience building 83 wind farm vessels for 15 operators and having worked on over 25 projects, there is no doubt that South Boats catamarans remain the vessel of industry choice.

ENDS

For further information please contact:

Ben Colman  
Technical Director

T +44 (0)1983 280030  
M +44 (0)7890 378564

E [info@southboatssp.co.uk](mailto:info@southboatssp.co.uk)  
W [www.southboatsgroup.com](http://www.southboatsgroup.com)

South Boats Special Projects Ltd  
Venture Quays, Castle Street  
East Cowes, Isle of Wight  
PO32 6EZ  
United Kingdom

 **South Boats**  
Britain's Flagship Workboats