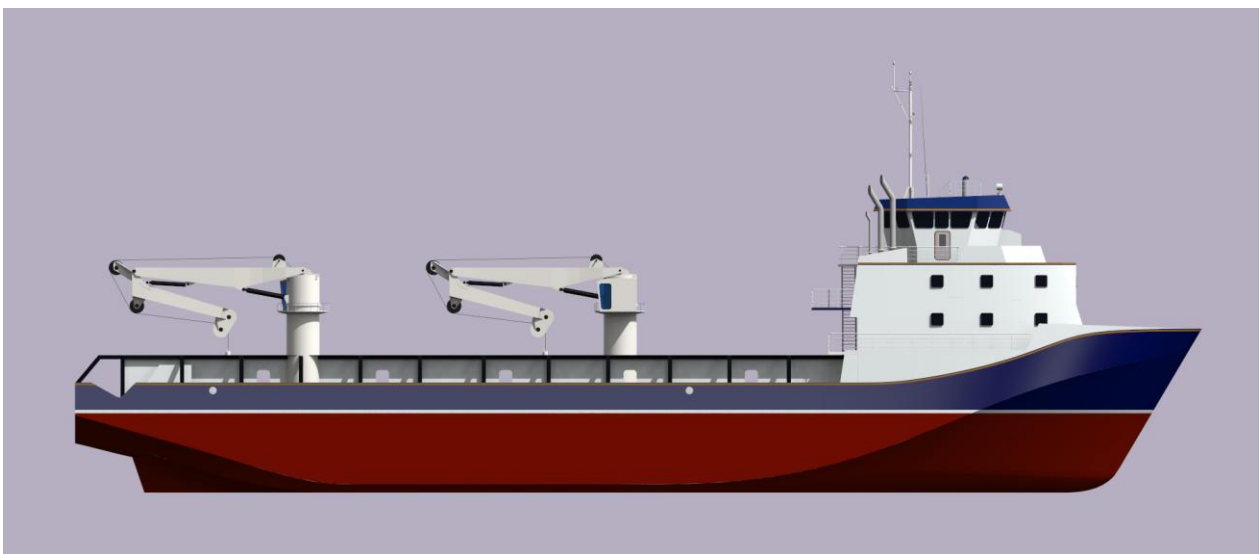


Shipyard De Hoop builds new Intermix/Transmix Vessel for Nigeria

Shipyard De Hoop has recently secured an order for the design and construction of an Intermix/Transmix Vessel. The contract consists of a newly designed 68.23 x 15.77metre Offshore Service/Support Vessel (OSV) for ANL (Awaritse Nigeria Limited). Designed to operate in the Royal Dutch Shell (Shell Nigeria) and Chevron offshore oil fields near Nigeria, the OSV will be deployed for the discharge of Transmix liquids, a by-product of oil-production and oil-transport through pipe lines. The delivery of the OSV is scheduled for the last quarter of this year. This unmatched delivery time, for an OSV of this calibre, exemplifies the unique value of de Hoop's experience with this type of work vessel. Customising proven concepts and "keeping it simple stupid" is the secret behind the straight forward design, which is competitive in overall costs (investment and running costs) and operational reliability.

For this design, ANL chose a diesel-electric propulsion concept to achieve enhanced flexibility and economical superiority. The hull shape is based on a proven De Hoop design with excellent DP capabilities. The generators are located on the main deck, which not only allows much larger cargo volumes, but also easier access for maintenance. The resulting impressive tank capacities make this vessel stand out in its size range. Providing accommodation for a total of 30 persons, this DP2 class vessel has a cargo tank capacity of 800 cubic metres and allows for 500 square metres of deck mounted cargo. With a beam of almost 15.8metres, the vessel has a deadweight of 2600tons.

To provide ample cargo pump capacity, there are two pump rooms: one in the aft ship (forward of the thruster room) and one in the forward area, just aft of the bow thrusters. The combination of pumps provides a Transmix transfer capacity of 1000barrels per hour. For hose handling and loading or unloading deck cargo, two knuckle boom cranes are fitted: one on starboard side aft and one on portside amidships both with a capacity of 10tons at a maximum outreach of 15metres.



Principal particulars

Nationality	: Nigeria
Length, over all	: 68.23 m
Length, between perpendiculars	: 62.58 m
Beam, moulded	: 15.77 m
Depth, moulded	: 5.50 m
Draught, Summer	: 4.62 m
Deadweight	: 2600 ton
Tank capacities	
Fresh water	: appr. 150 m ³
Fuel oil	: appr. 600 m ³
Transmix fluid	: appr. 800 m ³
Working deck space	: 500 m ²
Complement	: 30 persons
Propulsion plant	: Diesel Electric Propulsion
Main power generator	: 2850 kW
Bow thrusters	: 2x 450 kW
Main thrusters aft	: 2x 900 kW
Speed, maximum	: 12 knots
Classification	: Germanischer Lloyd
	: ✘ 100 A5, Offshore Service Vessel
	: ✘ MC, AUT, DP2, HNLS
	: Green Passport
	: Fi-Fi1
	: OILREC

Multi-Purpose OSV

Whilst her first work will mainly consist of the transportation of Intermix/Transmix liquids, this ship is designed for more than one purpose. Besides functioning as an outright (offshore) supplier, the vessel is suitable for oil recovery and a vast range of offshore inspection, maintenance and repair work, whereby the full deployment of its cranes in combination with the large work deck is manifested.

With this knowledge, de Hoop's dedication to provide sustainable solutions and care for the environment lead to efficient and state-of-the-art solutions, to support the offshore production of energy.

ABOUT SHIPYARD DE HOOP

Shipyard De Hoop is a successful Dutch designer and builder of custom-built vessels. Each and every ship that is built is unique, that means no standard processes, but customisation. De Hoop has a positive approach to trends and developments in the industry, allowing them to quickly embrace change and even anticipate future developments.

De Hoop has two shipyards: De Hoop Lobith, in the east of the country, with 135 employees and De Hoop Foxhol, in the north, with 65 employees. The yard offers slipway facilities for vessels up to 200 metres length.

Shipyard De Hoop has an impressive track record in designing and constructing custom-built ships. This includes both seagoing vessels and inland vessels. They have their own design and engineering department, together with all other disciplines to build a complete ship. The company is characterised by its flexibility and quality, whilst offering fast delivery dates at the same time.

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