

Shipyards De Hoop launches first two hybrid FSV2000/20 vessels in a series of seven

On March 5th and 7th 2014, Shipyards De Hoop hosted a double celebration with the successful launching of the first two hybrid propelled Fast Supply Vessels (FSV's) in a series of seven. The separate ceremonies for yard numbers 455 and 456 were performed at the contracted section/hull builders, respectively in Rotterdam (CSR) and Waterhuizen (Groningen Shipyards), The Netherlands.

Around the turn of the year 2012 and early 2013, Shipyards De Hoop signed a contract for the construction and delivery of seven FSV's (yard numbers 453 to 459). The vessels are designed for the combined transport of deck cargo and passengers to offshore oil fields. Custom designed by De Hoop to stringent environmental control, the hybrid diesel-electric powered 55metre FSV is constructed primarily for low fuel consumption.

The first two vessels are to be delivered in the second quarter of 2014, whilst the delivery of the other 5 vessels is spread over the next few months. With the last FSV to be handed over in September 2014, the delivery schedule has an extremely short lead time! The outfitting and commissioning of the seven vessels will be split between the two De Hoop locations. The steel hulls of YN453, YN455, YN 357 and YN459 are built in Rotterdam at the CSR facility and will be outfitted at De Hoop, Lobith. The remaining hulls YN454, YN456 and YN458 are produced at Groningen Shipyards (former Pattje yard) in Waterhuizen and will be outfitted at De Hoop, Foxhol.

The DP2 class vessel provides day accommodation for a total of 100 seated passengers and cargo capacity of 150tons (200 square metres) deck mounted. The spacious passenger accommodation of 100 square metres is provided with comfortable seats, ample luggage storage space and a self-service buffet. Music and video entertainment 'on-demand' facilities are provided for each passenger in the style of an aircraft cabin. The vessel will be manned and operated by a crew of eight, accommodated in four double berth cabins. The technically advanced ship will again also exploit Shipyards De Hoop's knowledge and experience in luxury cruise vessels to provide a high standard accommodation. This includes low noise and vibration levels and further features to provide the crew as well as the passengers with an exceedingly high level of comfort.

The vessels are powered by a unique hybrid diesel-direct/diesel-electric system. At low speed and during manoeuvring, only one diesel engine will be used to drive a generator, which produces power for two electric motors (driving the propeller shafts through the gearboxes) and a bow thruster. This provides fuel savings at low speed up to 12knots and when in Dynamic Positioning mode. At high speed, both diesel engines will engage with the gearboxes to provide up to 4700kW to the two propellers (directly driven through the gearbox).

The multi-chine all-steel hull is optimised for fuel efficient operations, during both transit and DP modes. The lightweight steel construction is built according Lloyd's High Speed Craft (HSC) rules, whilst weight reductions have been achieved by using High Tensile Steel in combination with sophisticated construction techniques. The small entrance angles of the waterlines and the 'long' bowlines have the additional advantage of improved seagoing characteristics and thus less speed loss in more challenging sea states. Even at a speed of 20 knots the accelerations remain well within the comfort levels, while the extended and flaired upper bowlines reduce the amount of green water and deck wetness (thus protecting the deck cargo).

Principal particulars

Length, over all	: 55.17 m
Length, between perpendicular	: 49.81 m
Length, waterline (2.50m)	: 50.51 m
Beam, moulded	: 9.00 m
Depth, moulded	: 4.50 m
Draught, design	: 3.20 m
Deadweight	: 210 t
Speed, trail	: 20 kts
Working deck space	: 190 m ²
Complement	: 100 passengers
	: 8 crew (in 4 double berth cabins)
Propulsion plant	: Hybrid Diesel Electric Propulsion
Main power generators	: 2x Caterpillar 3516
Classification	: Built to Lloyd's High Speed Craft (HSC) rules

INSTRUCTIONS FOR (CHIEF) EDITORS

At this stage, the ship-owner wishes to remain anonymous.
Shipyard De Hoop appreciates the discretion of publishing media.

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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