

# Rossini

## In Crescendo



### ROSSINI

BUILDERS Shipyard De Hoop  
OWNERS Wagenborg Offshore BV  
YARD NUMBER P21001

*'In crescendo' is probably the best way to describe the growth of Wagenborg Offshore's fleet of living quarter barges (LQBs). Following in the footsteps of Debussy, Ravel, Puccini, Verdi, Kurmanganzhy and Bellini, the Rossini is the seventh LQB delivered to Wagenborg Offshore in little over a year.*

The Rossini was delivered to Wagenborg Offshore on 27 July 2010, following a naming ceremony performed by Mrs Monique Vanderheyden, whose husband is Wagenborg Offshore project manager Mr Gert Vanderheyden. Built by the De Hoop shipyard in the Netherlands and measuring 135 m over all, the Rossini will provide shelter and comfort to a complement of 440. The double-bottom LQB vessel is the largest accommodation barge, which is delivered to Wagenborg Offshore by De Hoop. "We think the Rossini sets the new standard as the tendency is to go larger in these fields", according to Patrick Janssens, Managing Director of Shipyard De Hoop. His yard has now delivered close to 2,000 beds to the offshore operator, whose subsidiary Wagenborg Kazakhstan will deploy the Rossini in the Northern region of the Caspian Sea.

### Fast Track

To this date, the seven Wagenborg LQB newbuilds ordered in the Netherlands stem from two shipyards: De Hoop and Holland Shipyards. The latter's latest LQB for Wagenborg Offshore, the Bellini, was featured in ShipBuilding Industry's previous edition. With the oil & gas industry in the Northern Caspian Sea, Kazakhstan, on the fast track – the region's oil reserves are estimated second in the world only to the Middle East – the operator's needs really peaked in 2009. With hardly any time left before winter would set in, channels would be closed and the area would be virtually unreachable for almost half a year, De Hoop launched the idea to convert the 110m river cruiser Debussy – initially designed for the river Rhone and built by De Hoop in 2000 – into a 290 persons seagoing LQB. In eleven weeks' time, the Debussy underwent a complete internal refit, including – on her top deck – the installation of fully containerised extra installations such as a generator set, water maker, laundry installation and incinerator.

Hot on the heels of this conversion, De Hoop bagged a second conversion order. This time the 2001 De Hoop-delivered river cruiser, the Ravel, a 'sister' to the Debussy, was to be converted into a LQB offering lodgings to a complement of 290. During this second

conversion, the yard fully 'winterised' the 110m vessel: An ice-belt was fitted all around the hull to enable the Ravel to be certified to Ice class 1B. Also, additional equipment and installations were fitted on board to enable the vessel to stay in the field during the harsh Kazakhstan winters, where temperatures can drop to -40°C.

### New Series

In the meantime, Wagenborg and De Hoop were talking about more LQBs. These were again to be deployed in the Caspian Sea's North – and of course with a delivery time matching the initial two conversions. Because the capacity of De Hoop was limited, the yard teamed up with Holland Shipyards. These next series of LQBs would be based on a new design for a 116m accommodation barge providing dwellings for 320 workers each. To ensure a speedy

### Shipyard De Hoop

Designers and builders since 1889, Shipyard De Hoop brings over 120 years of expertise and experience to the shipbuilding industry. De Hoop operates two yards in the Netherlands: De Hoop Lobith in the East, covering 10.5 hectares and employing 130 people, and De Hoop Foxhol, which employs 65 people in the North on 2.5 hectares. The largest De Hoop slipway measures 200 by 60 m. De Hoop has a track record of engineering and constructing a whole range of custom-built seagoing offshore and inland vessels. Inland operations focus on large cruise and day passenger vessels, while the seagoing and offshore vessels range from dredgers, offshore diving support vessels, suppliers, and semi-submersibles, to tugs and push boats, chemical tankers and container vessels. The yard has its own engineering department and has sufficient capacity in-house to completely design the vessel and the capability to perform steel cutting, work preparation and pre-assembly to build the complete vessel.



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delivery the design was based on using existing newbuild inland container vessel hulls. Eventually, De Hoop built the Verdi and Holland Shipyards built the Puccini and the Bellini. The Verdi and Puccini were both delivered in December 2009, during which month Holland Shipyards also managed to deliver the Kurmangazy LQB. Built for housing 320 people, she was a conversion of the passenger vessel London Night. The Bellini was delivered in July 2010.

The Rossini now joining the Wagenborg LQB fleet, is also based on a newbuild existing empty inland container vessel hull and fitted with a completely new aft ship. The full-length double bottom vessel is fitted with an internal ice-belt all around, inside the side tanks and in the fore and aft ship, to get the hull certified to Ice class 1B. The double bottom is divided into separate tank holding areas for sewage, ballast water, fresh water and fuel oil. With regard to the Caspian weather conditions, the Rossini is designed to cope with an ambient maximum air temperature of +40°C and a winter minimum of -20°C for the

construction and -36°C for HVAC purposes and an ambient water temperature of maximum 32°C in summer and 0°C in winter.

### Rossini Layout

The LQB Rossini's two-tier superstructure really consists of seventeen separate two-tier modules. The upper deck of the Rossini features 56 four berth cabins which all boast private sanitary facilities. Aft on the upper deck, the Rossini's day room is located, which can seat 75. Roughly halfway on the upper deck, the accommodation barge's internet café can be found. Also the barge manager's office is located on the upper deck, at the top of the stairs at the bow that lead to the upper deck central corridor on which all the rooms come out. These stairs also grant access to the embarkation area on the barge's top deck. An additional embarkation area can be found aft on the top deck accessible by an aft staircase.

The main deck tier features 54 four berth cabins. On starboard side, the bow 'unit' harbours the treatment room and the quarantine room as well as the only one-berth cabin on board. Aft on main deck level, there are the changing room locker facilities, two offices, an owner delivered boots dry room and public sanitary facilities.

### Interfacing

The 'tec deck' under the main deck literally interfaces the hull and lower deck to the superstructure. The lower deck area holds a variety of spaces and essential functionalities, like the engine room. The engine room is equipped with four 400 kW generating sets, providing 3-phase 400 VAC at 50 Hz. The lower deck also harbours the garbage area, the freezer and cold stores and the provision day store, the scullery, galley and pastry room. The larger part of the lower deck is taken by the mess room seating 220 and another day room seating 137 day, complemented in the bow area by a meeting room, laundry and linen room and a gymnasium.

### Zero Discharge

The Caspian Sea is the largest enclosed body of water in the world by area. The salinity is about one



### Wagenborg Offshore

Wagenborg Offshore, part of Royal Wagenborg, has years of experience and knowledge of all oil and gas related transport disciplines at international level. The core of the company consists of committed professionals who carry out complex logistical projects in the oil and the gas industry. Wagenborg Foxdrill and Wagenborg Kazakhstan form part of the Wagenborg Offshore division. The division is specialised in shallow water transport and has many years of experience of ice navigation in both the Baltic and Scandinavian waters – and sailing ferries in the shallow Dutch part of the Waddenzee. Besides dismantling, moving and modifying drilling rigs, Wagenborg Offshore offers a range of other services such as conductor driving, wind turbine installation and various other services where they use their in-house designed alternative rigging systems and rope access.

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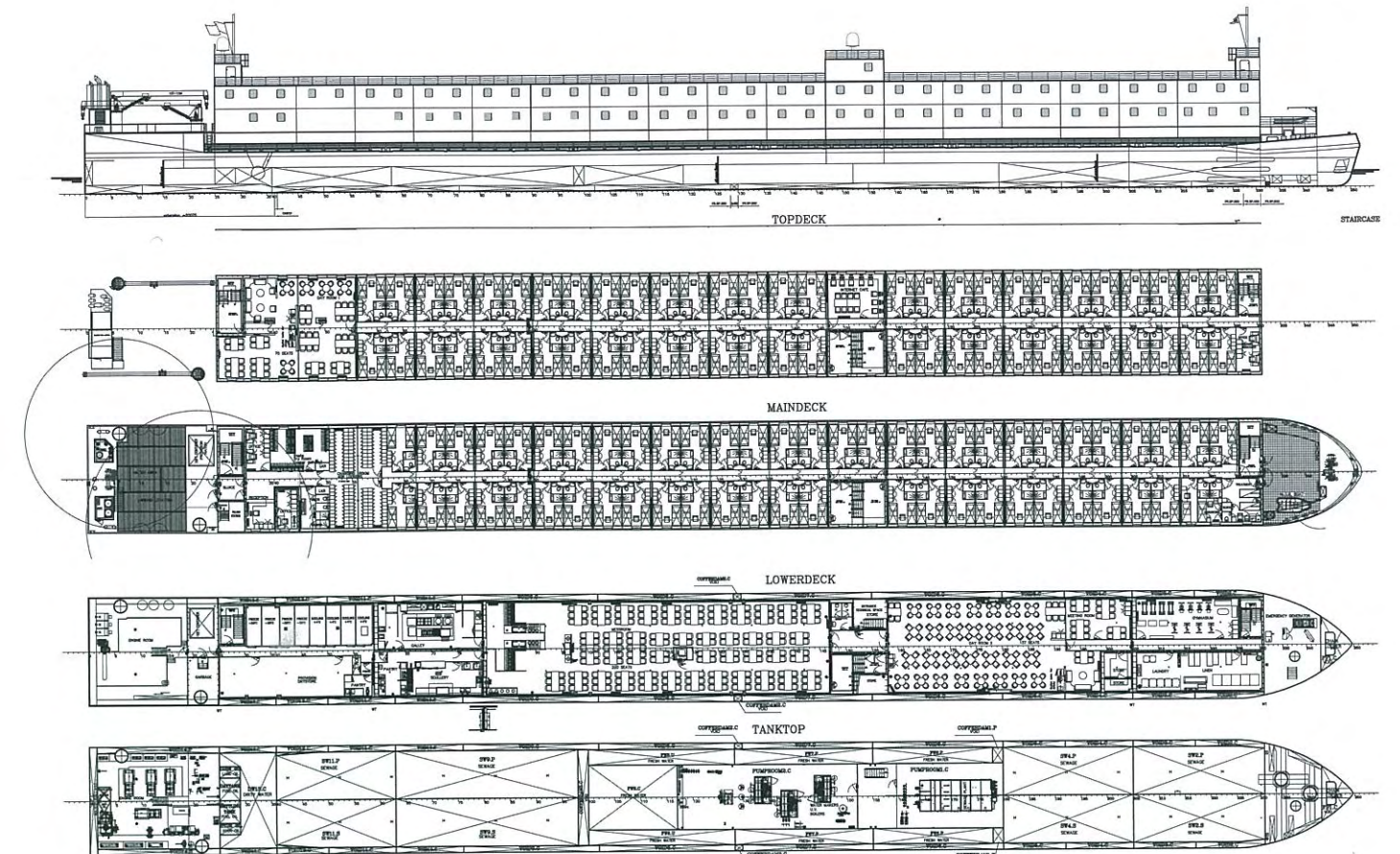
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third of that of most seawater and the water level is about 28 m below sea level. The Caspian Sea's total coastline measures some 7,000 km in length and its surface area amounts to 386,400 km<sup>2</sup>. Because of environmental reasons, the Caspian Sea is a zero-discharge area and to this end the Rossini - at tank top level beneath the lower deck - features two pump rooms, one of which houses the sewage plant while the other pump room features three reverse osmoses (RO) type water makers. Each with a capacity 50 m<sup>3</sup>/day, they are laid out to deliver a total of 150 t/day at an outside water temperature of 5°C. Three raw water supply pumps in engine room supply raw water from outboard to the RO units in container. The RO units supply to freshwater tanks in the double bottom of the ship and to the deck. The water will be heated by a heat exchanger (75 kW) from -2°C to 8°C.

### Main Suppliers and Subcontractors

Bovi Curtains | Dijvler Anchor winch | Droste Electrical installation, radio equipment | Econosto Valves | Electrolux Washing- and drying machine | GTK Galley equipment | Hatenboer Fresh water hydrophore unit, fresh water generator | Heinen & Hopman Chiller | Jac de Vries Gesta Hotwater boiler | NRF Coolers | Promac Marine crane | Qua-Vac sewage plant | Reikon Azcue pumps | SEC Bollards and Chocks | Smits Neuchatel Underfloors | TeamTec Incinerator | Trinnox Portholes and windows, Famos modular bulkheads, Famos doors inside | Veld Provision cooling | Veth Engine, harbour diesel generator | Wagenborg Rescue boat, davit for rescue boat, Liferrafts | Wetcab Wet units | Wortelboer Anchor and chains

i. [www.dehoop.net](http://www.dehoop.net)  
i. [www.wagenborg.com](http://www.wagenborg.com)

### Facts & Figures Rossini

Principal particulars	
Length o.a.	135.00 m
Length waterline	134.00 m
Beam mid	11.45 m
Depth mid	4.25 m
Draught (design)	2.50 m
Deadweight (design draught)	approx. 1,250 t

Accommodation	
Single Cabins	1
Four people cabins	110

Tank Capacities	
Fresh water (approx.)	400 m <sup>3</sup>
Fuel oil (approx.)	130 m <sup>3</sup>
Sewage (approx.)	1,200 m <sup>3</sup>
Dirty water collecting tank (approx.)	50 m <sup>3</sup>

Cargo Area	
Free deck area (in crane reach)	approx. 50 m <sup>2</sup>
Deck load (rear part main deck level)	5 t/m <sup>2</sup>

Power	
Engines/generators	4 x 400 kW(e), 3-phase, 400 VAC, 50 Hz
Emergency/harbour	1 x 70 kW(e), 3-phase, 400 VAC, 50 Hz

Classification	
Bureau Veritas	Special service / Accommodation barge - Non Propelled Barge, Hull, Mach, Ice Class 1B, Coastal area

Safety/accommodation in accordance with RosR certificate issued by the Netherlands Shipping Inspection

