



Photo by Marcel Klip 112haagezand.nl

ESNAAD 228 also leaves the nest

Like the sun going down, the orange *ESNAAD 228* splashed in the water last May 21st. For the locals living in Foxhol, watching the launch at Shipyard De Hoop must have felt like a déjà vu. The *ESNAAD 228*, having main dimensions of 70.4 times 15.8 metres, was the fifth Platform Supply Vessel (PSV) to come out of the shipyard in Foxhol. The ship is part of an order of ten identical PSVs for Esnaad, member of the Abu Dhabi National Oil Company (ADNOC). Next to Foxhol the vessels are also made at the De Hoop's primary yard in Lobith.

If everything goes well, *ESNAAD 230* will be launched in Foxhol in 2017. This will be a formidable achievement. At the beginning of 2013, ADNOC requested for tenders for the design, build and delivery of ten PSVs. The prestigious contract was won by De Hoop as a result of their technically advanced design and competitive terms. The first in the series, the *ESNAAD 221*, was delivered in July 2015.

The Esnaad-vessels are a series of PSVs dedicated to the provisioning of offshore oil and gas platforms. Although primarily designed for offshore supply purposes, they can also serve as a basis for a wide array of other offshore support services, such as stand-by services or firefighting.

As one of the leading oil companies in the world, ADNOC composed a specialised set of criteria, to which the design of

the PSV had to comply. As such, although based on previous De Hoop designs, a dedicated and profoundly customised PSV was created.

The hull form below the waterline is optimised to reduce (wave) resistance. To further improve the resistance during transit, the hull is fitted with a specially developed bulbous bow. The propulsion components are tuned to three tunnel bow and two azimuthing stern thrusters, to achieve high-accuracy station-keeping and allowing for a transit speed of 13.5knots, both at the lowest possible power requirements. The vessels have a deadweight of 2,050 tons at the restricted draught of 4.85 metres.

The owners opted for a diesel-electric propulsion configuration, to achieve enhanced flexibility and economical superiority, whilst at the same time remaining environmentally friendly. The generators, for the diesel-electric propulsion and other consumers, are located below the main deck, in the fore ship underneath the superstructure. This was done to accommodate the preferred generators with medium speed engines, which are larger than previously used generators with high-speed engines.

Meeting the stringent operational and environmental requirements for working in the Arabian Gulf, the vessel has a DNV Environmental Regularity Number (ERN) score of 99/99/99/98. This represents the optimal use of all thrusters and the effect of a single-thruster failure or a worst-case single failure(s).

The vessels will sail on their own power to the Middle East. The Arabic word 'esnaad' means 'support' or 'service' and once operational, all vessels will be active in the United Arab Emirates, supporting ADNOC's exploration and exploitation activities of the national offshore oil and gas fields.

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