



NEW Operations VESSEL

BIBBY MARINE SERVICES ORDER
THE FIRST DAMEN SHIPYARDS
9020 WALK TO WORK SOV

by ABIGAIL PHILLIPS

Bibby Marine Services, a subsidiary of Bibby Line Group has recently completed the shipyard slipway launch of its new, state-of-the-art vessel, Bibby Wavemaster 1 Walk to Work SOV. The new service operations vessel (SOV) signifies a new era for the company, which has always prided itself in providing innovative solutions to the offshore sector.

Bibby Marine Services signed a contract with Dutch shipbuilder, Damen Shipyards, to bring the vessel to fruition, representing the first collaboration of its kind between the two market leading companies. Drawing on more than 200 years of maritime expertise, Bibby Wavemaster 1 is one of the first of a new generation of custom design SOVs with walk-to-work access, providing total entry and accommodation solutions for the offshore wind market. The vessel is based on a completely new hull form, solely designed for Walk to Work duties and supported by comprehensive tank testing at Marin all targeted at increasing access capability and critically access certainty.

The slipway launch, which took place on the 24th March, in the Damen Shipyards Galati facility in Romania will now mean final fit out can be completed and sea trials will commence on schedule in July 2017 prior to delivery to Southern North Sea — to support forthcoming offshore wind construction and O&M projects — scheduled for mid-August.

Stephen Bolton, Commercial Director at Bibby Marine Services is extremely proud of the collaboration and believes the vessel will revolutionize offshore

“The aim is to enable offshore wind operators to work more efficiently, more safely and in maximum comfort, for periods of up to 30 days at a time.”

—STEPHEN BOLTON, COMMERCIAL DIRECTOR AT BIBBY MARINE SERVICES



build capability. As he explains, “The Bibby Wavemaster 1 has been developed with our customers in mind. The offshore wind sector is relatively new and the expectations of our renewable customers are different when compared to those in the oil and gas sector that we will also target. Certainty of access and employee safety was high on the agenda, but so too was comfort and modern living conditions. The result is that we have combined many elements of Bibby’s history and current businesses including our expertise in offshore vessel ownership and management and in-shore hospitality to deliver a solution which ticks all of these boxes for the offshore wind and oil and gas sectors.”

Exceeding customer expectations

Bibby Line Group, formed in 1807 and with its head office in Liverpool, UK, is a privately owned diverse portfolio of customer service let businesses employing over 6,000 people. It operates on a global basis and is involved in financial services, logistics, retailing, offshore oil and gas services, ship owning, management and operation, specialist plant hire and sales, shallow water accommodation vessels, woodland burial parks, and compliance management services. In all its businesses Bibby staff work to a set of core values that all target excellent customer service

Damen is an international shipyard group; however it still classifies itself as a family-run company, taking pride in the ethos that led to its long-term

success. “Whatever we do — whether it’s in our building activities or our services — we always aim to match our customers’ needs and exceed their expectations. We operate in every market where we see an opportunity to improve, innovate or invest. We listen carefully to our customers and we invest a great deal in innovation, research and development,” states the company’s website.

It’s was the similarity in family ownership and the service driven, customer orientated outlook that attracted Bibby Marine Services to Damen. “Similarly to Bibby, Damen is 100 percent committed to innovation, investing in technology and offering state-of-the-art solutions to its customers. They are a perfect collaborator to deliver our vision for Bibby Wavemaster 1,” says Bolton.

Floating accommodation vessels

Bibby Marine Services’ sister company Bibby Maritime has specialized in bringing practical and flexible alternatives to land based accommodation by developing floating accommodation vessels, known as Coastels. With the incorporation of Bibby Marine Services and the development of the Bibby Wavemaster 1 Bibby is taking the concept of floating accommodation to a totally new level, with certain aspects more closely aligned to vessels in the wider Bibby Offshore fleet of vessels. However we have introduced modern technology, the latest in comfort and pleasant living spaces, and practical solutions for optimal efficiency.

PROSPECTORFILE



Atlas Professionals establishes new team in Houston

Specialist recruiter Atlas Professionals is opening a new office in Houston, Texas.

The move is in line with the company’s goal to create a presence in North America and become a local point of contact for Atlas’ existing clients and professionals.

Atlas Business Manager Laura Smith will be taking on the exciting challenge.

“The idea of taking on something new, developing a new team, with our experience as market leaders, in a new country, was an opportunity I couldn’t refuse,” says Laura.

Initially, the team will focus on Atlas’ specialist markets including Drilling & Well Services, Engineering & Project Controls and special competencies.

Once established, the team aims to break into offshore wind, a developing market on the east coast.

We look forward to working with our clients in the region and hope to meet some of them at this year’s OTC conference in May.

www.atlasprofessionals.com

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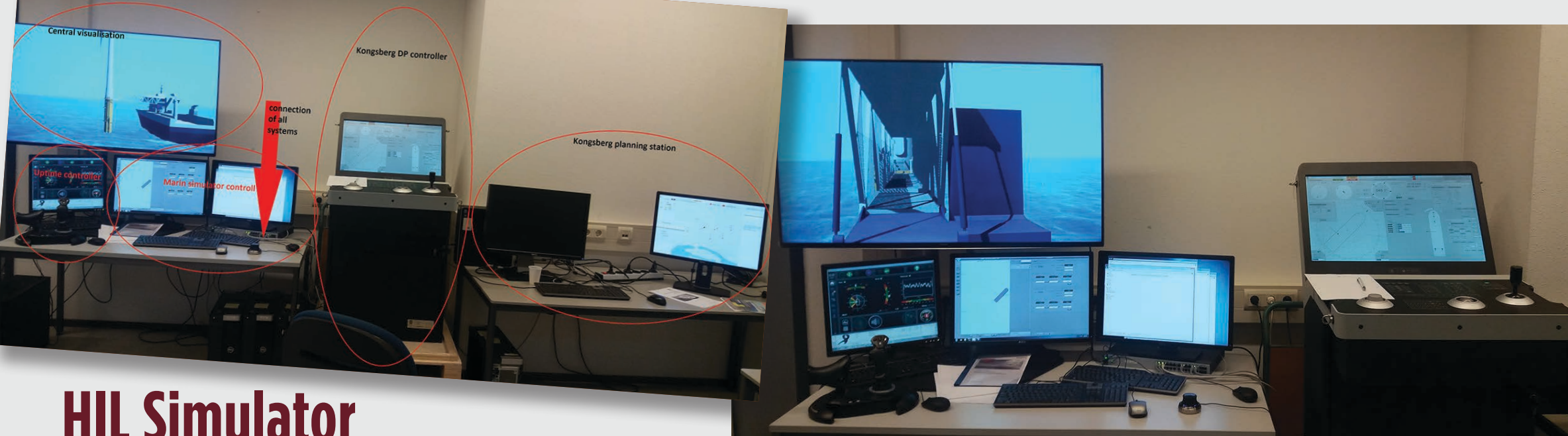
As Bolton explains, “The aim is to enable offshore wind operators to work more efficiently, more safely and in maximum comfort, for periods of up to 30 days at a time.

Not only have we the purpose built hull, however the vessel is built on the latest Kongsberg DP-2 (Dynamic Positioning) platform, itself designed for offshore wind and Walk to Work duties, so the combination means we will offer very high operability. We will provide safe offshore transfers for personnel by way of a motion compensated access system (walk-to-work) from Uptime of Norway and equipment will be securely transferred by way of the heave compensated offshore-rated knuckle boom crane from Palfinger which can be interchanged to cover a wide range of requirements – another example of the flexibility built into the base design. In addition we have a 10 person daughter craft by Tuco and 3 landing points for traditional crew transfer vessels.

“The vessel has been built considering tough weather conditions offshore, allowing wind farm operators to act immediately to rectify expensive outages. Working efficiency is also one of the key drivers behind the innovative vessel design. The space has been carefully planned in terms of storage, workflow and logistics to ensure that the movement of both people and goods is smartly optimized,” he says.

“Working in such close collaboration with Damen means that we have left no stone unturned when it





HIL Simulator

➔ **IN ORDER** to provide clients with the most accurate picture regarding the movements of a vessel at sea Damen and Bibby built a Hardware in the Loop (HIL) simulator to deliver results about actual performance, without caveat.

As Bolton explains: “Typically vessel sea keeping is analyzed via a response amplitude operator (RAO) study, however this only takes into account the first order motions of a vessel. It doesn’t take into account the second order motions which influences the dynamic positioning (DP) system and, in the case of a walk-to-work (W2W) vessel, the forces from the gangway pushing against the turbine (or other structure).

“Therefore, this system

of statistical analysis is sufficient if comparing one PSV operating in open water to another if the DP systems were similar enough. However, it’s not suitable for a W2W vessel, especially in the case of a purpose built W2W vessel with the latest DP system that has been designed for this task. As a result, our clients could only ask us what wave height we can access at, but can’t ask us how often, and in what sea states as there was no way to answer this more informative and relevant part of the question.”

The HIL simulator means that Bibby can provide its clients with those questions outlined above without exception. It has at its core the vessel hydrodynamic model that was validated by the Marin

tank tests. It then has the same DP system as on the real vessel both in terms of the controller, the operating desk and the new offshore wind planning station. It also has the uptime gangway controller and finally a visualization system. “All together this is a digital twin of the vessel. It therefore means that when we assess sea keeping and performance via the HIL we take into account all forces on the vessel and the results are therefore equivalent to the actual performance,” says Bolton.

There are many advantages to this system. First and foremost, it means that the performance of the vessel can be accurately predicted for any given sea and met conditions. The results are returned as a percentage of

time for when access to the structure via the gangway is possible over the period of the charter, taking into account the exact location of the vessel. “This allows a discussion about certainty of access in a way that simply wasn’t possible before. Hence when quoting our vessel to clients, they can base their project programs on real data and real expectation of how the vessel will perform in terms of accessing the structures,” says Bolton.

Ultimately it even allows us as the vessel operator to discuss sensible and meaningful warranties if required. This is in stark contrast to the current situation where we are asked to confirm, for example, that we can transfer in 2.5 or even 3.5mHs seas

without any discussion about how often and in what sea states. This is really important to the client but up until now there was no way to answer that question. With Bibby and the BWM1 there is.

Secondly HIL allows Bibby to analyze in detail how the various systems work together, and are therefore able to analyze individual and combined effects of the DP system and the gangway. Armed with this knowledge they are able to make changes to the various systems and improve integration before going offshore. Such changes would not be permitted offshore. “The future of W2W vessel design is most likely in the

further and better integration of the various vessel systems. With the HIL we are to a degree doing this already in a safe environment,” he says.

Thirdly it allows the operator to model certain situations that may be of interest to their clients. These could be particularly onerous sea states or where vessel positioning is restricted. “This is contributing to our safety goals before we even go offshore. Similarly if for example a situation arises offshore we can replay or analyze the situation after the event if we have the relevant data. We can use this knowledge to provide explanation or improve performance in the future,” Bolton concludes.

comes to design quality and maximum usability of the vessel. This includes a full Hardware in the Loop simulator, already operating ahead of the vessel and contributing to even higher access certainty by integrating the various vessel systems before we go offshore. The range of expertise across the two companies means that we really have thought of everything to make working at sea as practical, efficient and safe as possible,” Bolton continues.

Safety, efficiency and comfort

While both safety and efficiency are integral features, comfort is also paramount. The SPS 90, Comfort Class 2 standard accommodation comprises 30 individual en-suite berths and 30 large double en-suite cabins, all of which are equipped with TV and Wi-Fi, and are complemented by class-leading leisure facilities. As well as offering a high standard of living, the vessel hull form has been designed with comfort in mind, delivering significantly reduced sea induced motions ensuring exceptional sea keeping abilities, and minimizing motion sickness to ensure technicians are fit for work.

“Even our beds are designed longitudinally with the vessel something we can accommodate due to the over generous size of our cabins” Bolton adds

Bibby Wavemaster 1 has also been designed with the environment in mind, with its reduced superstructure and clever diesel electric design, including a low power mode, minimal emissions and low fuel consumption are guaranteed. The



vessel's green credentials are not only a nod to the economic commitment both Bibby and Damen are making, but will likely also appeal to customers in the renewable sector from an environmental and economic perspective.

A partnership for success

With the new vessel due to break water imminently, Stephen Blaikie, CEO at Bibby Marine Services explains the thinking behind the company's latest investment: "Having served the maritime industry for over 200 years, Bibby's on-going success lies in staying one step ahead, recognizing new opportunities and leading with innovative solutions.

"With significant growth expected in offshore wind over the coming years, Bibby Wavemaster 1

represents our first step toward becoming a major player in the offshore wind access and accommodation sector."

Arnout Damen, Chief Commercial Officer of the Damen Shipyards Group adds, "It's a pleasure to work with Bibby Marine Services on the development of this new vessel. The Bibby Line Group has a proud reputation in the maritime world and we are confident that this vessel will help to maintain and further this. The offshore wind industry is developing and this brings with it fresh challenges. We have worked closely together to design this vessel specifically with these in mind. We look forward to continuing to build on our relationship in the future."

The collaboration between Bibby Marine Ser-



vices and Damen is important for the industry as a whole, setting a new standard in offshore accommodation, allowing companies to operate at sea

relatively young, the Bibby Wavemaster 1 is well positioned to influence and grow with the market and reap the rewards of future success. ■

for longer, in environments more conducive to innovation, quality and excellence. Both companies have a reputation for putting their customers at the heart of what they do, focusing on the ever-changing demands of the sector. With the offshore sector being



BIBBY WAVEMASTER 1

