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Seacat Services Launches Two Vessels Under New Code



The 26-meter Seacat Courageous, was originally launched in February 2015. (Courtesy: Seacat Services)

Class-leading offshore energy support vessel (OESV) operator Seacat Services has completed its latest investment in its fleet, launching two vessels with the capacity for 24 industrial personnel — the newly-accepted Seacat Enterprise and the upgraded Seacat Courageous.

These boats are amongst the first wave of offshore energy support vessels to be certified under the new HS-OSC (High Speed — Offshore Service Craft) code, which now allows vessels under 500 metric tons to carry up to 60 industrial personnel. High Speed Utility Vessel (HSUV) Seacat Enterprise is the first vessel to be both built and registered in the U.K. under this new code.

Ahead of a busy offshore wind construction phase, this increase in personnel capacity offers a significant advantage from a logistical perspective and enhances the versatility of

the Seacat Services fleet. With the next raft of new construction sites in remote and deep waters — equating to significant time offshore — there is a growing market need for an increase in OESV size and technician complement.

Both Seacat Enterprise and Seacat Courageous are “dual-classified” under the recently introduced HS-OSC code and the existing workboat code, which means they can be licensed to carry 12 “passengers” under workboat code rules, and, as an HS-OSC craft, carry a further 12 “industrial personnel.”

In making this distinction between “passengers” and “industrial personnel,” HS-OSC recognizes the extensive safety training undertaken by offshore wind technicians and affords vessel operators greater versatility in meeting the demands of supporting large-scale construction projects.

It also has enabled the development of a new category of workboat for the offshore wind sector. Seacat Enterprise is the first U.K.-built HSUV, a highly capable 27-meter catamaran that is the most recent product of a long-term collaborative R&D program between Seacat Services, South Boats IoW, and Alicat Marine Design.

It features a substantially enhanced cargo and fuel carrying capacity that enables it to carry up to four 20-foot containers in addition to 24 personnel and ship's crew. This extra fuel capacity allows Seacat Enterprise to remain operational for significantly extended periods between port calls, enabling it to create operational efficiencies by supporting both larger vessels and other offshore assets.

Seacat Services' second HS-OSC-certified vessel, the 26-meter Seacat Courageous, was originally launched in February 2015 as a 12-seater, but thanks to a modular design, it now has been refitted and upgraded to become a 24-seater. It features a 26,000-liter fuel tank and a foredeck that can accommodate up to two 20-foot equipment containers.

"The introduction of the HS-OSC code is a welcome development for the U.K. offshore wind sector, enhancing the service provided by vessel operators like Seacat Services as we gear up for the upcoming construction phase," said Ian Baylis, managing director of Seacat Services. "The acceptance of Enterprise and upgrade of Courageous are part of our continuing investment in the fleet, and an ongoing program of significant scheduled refits to our vessels that will ensure that each and every one of our boats continues to meet the very highest standards. This investment in technology has been matched by expansions to our support facility and shore-based teams."

"In short, we're well-placed to continue supporting the fast moving offshore wind sector and the 'industrial personnel' driving construction and operations forward," he said.

Highly versatile HSUVs like Seacat Enterprise are the future of deep-water construction, operations, and maintenance support — fulfilling a number of hugely important roles and complementing the activities of other offshore wind vessels. ↴

Source: Seacat Services

For more information, go to www.seacatservices.co.uk



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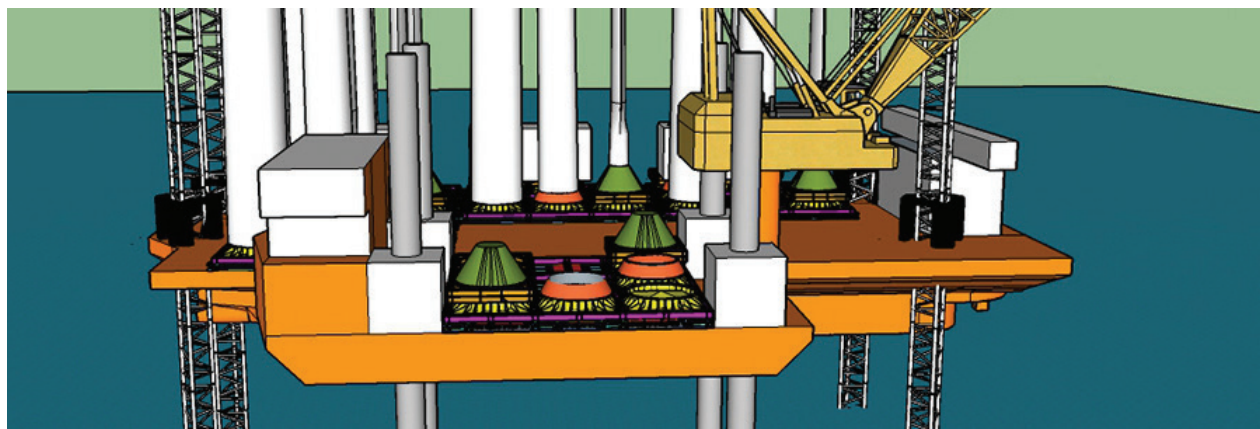
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“Twisties” is a modular project-cargo transport frame system that is sea-fastened using container twist locks. (Courtesy: DNV GL)

DNV GL’s “Twisties” to Improve Offshore Wind Logistics

DNV GL, the world’s largest resource of independent energy experts and certification body, has launched a revolutionary new joint industry project (JIP) to develop a Recommended Practice intended to de-risk the adoption of “twisties”

and demonstrate the unitization of wind project cargo. The innovative concept is called “twisties” — a modular project-cargo transport frame system that is sea-fastened using container twist locks — and which gives the frames their name.

The increasing size and quantities of wind turbines installed offshore means that a change in requirements is needed for shipping project cargo between manufacturing and marshaling port facilities, and feeding-wind turbine installation vessels offshore. Conventional feeder vessel operations have introduced many challenges, including operational limits on wave heights and wind speeds. DNV GL has identified that a fast feeder vessel using a RoRo (roll on, roll off) method of logistics transfer can avoid both wave-limits and the tight wind-speed limits often associated with lifting blades offshore. It is this constant requirement for handling project cargo of a repeatable form, with bolted flange connections, that has brought about an industry desire to optimize and standardize transport logistics and sea-fastening arrangements.

The wind industry has made attempts at unitization, such as grouping three blade sets into a “unit.” Modular twist-lock, stackable blade racks are now commonplace on the decks of installation vessels. DNV GL has taken this concept and proposed a method for unitization using modular transportation and sea fastening frames

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Transporting turbines and other wind-farm components using “twisties” is shown to significantly lower construction-program durations to “single season” phases. It also allows for greater quantities of turbines to be installed using a defined number of wind-turbine installation vessels. The concept demonstrates cost savings in some cases of above 25 percent compared to conventional installation practice.

“Bringing industry stakeholders together within this JIP, with the intention of standardizing wind-project cargo now, can reduce installation costs and ensure that the industry is equipped to meet the aspirations of COP 21 and those outlined by other groups, such as IABR’s ‘2050-An Energy Odyssey’ vision where 25,000 installed turbines would form a European mega project in the North Sea and create thousands of jobs in the offshore industry,” said Prajeev Rasiah, regional manager for NW Europe, Middle East & Africa, DNV GL.

“Establishing a JIP will de-risk the implementation of this technology and promote the unitization of wind-project cargo,” said Chris Garrett, senior offshore wind farms engineer, DNV GL. “This continues our commitment to reduce the cost of offshore wind, as outlined in DNV GL’s Offshore Wind Cost Reduction Manifesto. Understanding the technicalities of current wind-industry transportation methods enables us to demonstrate the vast benefits that a standardized unit approach will bring to the entire industry.”

Source: DNV GL

For more information,
go to www.dnvgl.com

IPS Service Center Creates More Jobs

Integrated Power Services (IPS), a North American leader in the service and repair of electric motors, generators, and mechanical power transmission components, recently announced a capital transformation project of its service center in Litchfield, Minnesota. The project, scheduled to be complete in June, greatly enhances the facility’s production capacity and will generate 25 new jobs.

The IPS Litchfield Service Center offers in-shop repair, field services (including up-tower wind turbine), distribution and storage of critical assets. All industrial applications are served, including wind turbines, power plants, mining, ethanol plants, refineries, pipelines, steel mills, paper mills, cement plants, food and beverage, and manufacturing facilities.

The initial phase of the transformation project involved moving distribution products and stored customer assets out of the Litchfield Service Center and into a new facility in Dassel, Minnesota. This move created 7,500 square feet of additional production space in Litchfield. The transformation also included rearrangement of the service center layout, improving flow of customer assets through the repair process and reducing repair motion from eight miles down to one and a half mile.

The additional space and improved layout, along with the installation of eight new jib cranes, an additional bake oven and Core loss tester, a new paint booth, wash bay, and ice blast booth will allow the IPS Litchfield Service Center to add 25 jobs to its second shift.

“The Litchfield Service Center transformation project will allow us to better serve the needs and expectations of current and new customers,” said Nick Willing, Litchfield Service Center area general manager. “The additional capacity, facility upgrades, and jobs generated will double our repair throughput capabilities. This is great news for customers, as well as Litchfield and surrounding communities.”

Source: Integrated Power Services

For more information,
go to www.ips.us

ALL Purchases Five Tower Cranes

To meet an increased demand for tower-crane rental, the ALL Family of Companies recently purchased a package of five new tower cranes. ALL’s diverse fleet of towers from Manitowoc/Potain and Terex now numbers about 100, with capacities ranging from 6 to 35 USt (about 5 to 32 mt).

The five-crane package includes:

- Two of the new Manitowoc/Potain CCS city tower cranes, model MDT 219 J10 (11 USt/10 mt), with a maximum hook reach of 213 feet (65 meters) and a maximum hook height of 231 feet (70 meters). Its innovative crane control system (CCS) provides fast, time-saving setup and outstanding lift performance. One MDT 219 is already in the ALL fleet and ready to work; the second is due to arrive in August.
- A Manitowoc/Potain Igo T 130 (8.8 USt/8 mt), the largest self-erecting tower crane from Potain, with a maximum hook reach of 164 feet (50 meters) and a maximum hook height of 200 feet (61 meters) when using an



The Manitowoc/Potain CCS city tower crane has a maximum hook reach of 213 feet. (Courtesy: ALL)

elevated jib. The new T 130 — the first one in the ALL tower fleet — has a greater capacity than others in its class, offering enormous flexibility with its multiple jib configurations, variable mast heights, and an offsettable jib. The T 130, available immediately, will be put into service by the Pittsburgh branch.

- Two Terex SK 415-20 hammer-head tower cranes (22 USt/20 mt) feature a maximum hook reach of 246 feet (75 meters) and a maximum hook height of 214 feet (65

meters). These workhorses are a popular staple in the ALL fleet, so the company chose to add two more that have the longer 263-foot (80 meter) jib versus 246 feet (75 meter). The SK 415s are due for delivery in July.

“Tower crane rental rates continue to trend upward,” said Clay Thoreson, general manager of ALL’s tower crane division and 45-year veteran of the tower-crane industry. “With the economic recovery in many markets, more buildings are going up on tight

city sites that require tower cranes. We’ve been adding to our fleet in categories where we see growth; last year in luffing-boomed models, the year before in larger hammerheads. Now in 2017 we are filling some of our customers’ niche needs.”

ALL rents and sells a large variety of lifting equipment, including cranes, boom trucks, aerial lifts and material handlers. ↵

Source: ALL

For more information, go to www.allcrane.com