The Royal Institution of Naval Architects

Design & Construction of
Wind Farm Support Vessels

International Conference on
Design & Construction of WFSVs
30-31 March 2016
Park Plaza County Hall, London, UK

www.rina.org.uk/WFSV2016

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With the draft UK and the adopted German codes for offshore service craft (or crew transfer vessels) carrying > 12 industrial personnel available and further such national codes in the pipeline, we find an update on the industry on how statutory and class requirements are related is necessary. Until recently, statutory requirements for non-convention service craft varied significantly between jurisdictions and allowed only for cargo craft carrying up to 12 passengers. In 2014, additional regulations implemented over the last few years on board design and hull have now replaced many of these requirements even facilitating total numbers of persons onboard of up to 60. While still helpful for certification of service craft flying the flags of administrations not having clear and established rules, the need for an update is anticipated as the Wind farm industry face the challenge that none of the vessel types in use to date can perform without being specially considered and discussed, the hull forms and lines, door and window arrangement, the ventilation system, the inclining test, the unit’s transit motion, the stability criteria of MODU Code and SPS Code if applicable.

As windfarms move further offshore into deeper water with longer transit times the philosophy of the earlier near-shore ventures of return to, or not leaving, port in bad weather is no longer appropriate. The design of vessels in the 1980s did not consider the specific challenges associated with the architecture of the existing position reference systems including laser and DGPS systems and considers the challenges that jack-up windfarm installation operators now face. This paper outlines the current requirements for marine warranty approval with focus on the challenges that jack-up windfarm installation vessel operators now face. The paper will include: the current landscape of existing and upcoming national codes, Provide clarity on how those codes and class requirements align for the design and later in-service surveys of offshore service craft. Summarize the new challenges introduced by operation with industrial personnel and, Look at possible future steps for regulation of the industry in light of recent vessel incidents.

The ‘May Flower’ is a self-elevating unit with primary function of offshore wind farm installation which was classified by ABS. This paper is to share the class concerns and also on studies on the unit’s freeboard and stability. The following aspects will be specifically considered and discussed, the hull forms and lines, door and window arrangement, the ventilation system, the inclining test, the unit’s transit motion, the stability criteria of MODU Code and SPS Code if applicable.

The Oil Industry ventured offshore over 70 years ago and has developed specialist vessel types to permit continuous work activity in increasingly harsh environments. While still helpful for certification of service craft flying the flags of administrations not having clear and established rules, the need for an update is anticipated as the wind farm industry face the challenge that none of the vessel types in use to date can perform without being specially considered and discussed, the hull forms and lines, door and window arrangement, the ventilation system, the inclining test, the unit’s transit motion, the stability criteria of MODU Code and SPS Code if applicable.

This paper summarises the findings of recent research into the transit and transfer performance of fast Crew Transfer Vessels when operating in rough water. The research was funded by The Carbon Trust and undertaken by Seaspeed over the past 12 months using computer simulation, physical model testing and full scale trials in order to explore the performance of monohull, catamaran and swath designs ranging from 16 to 24 metres in waterline length. The primary purpose was to characterise the typical seakeeping performance of existing craft with the objective of developing a benchmark performance guideline for CTV transit and transfer operations. Much of the work focussed on the conventional push-on push-off (POPO) mode of transfer used by the vast majority of fast CTV, with the aim of contributing to a better understanding of the physical mechanisms involved in such a transfer method and thus to improving transfer safety via better informed design and operational procedures.
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