



NJORD OFFSHORE - CREW TRANSFER VESSELS
FUTURE VESSEL DEVELOPMENT PLANS PAPER

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Njord Offshore Website, <http://njordoffshore.com/>

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1) INTRODUCTION

To support studies into Crew Transfer Vessel (CTV) size trends, ABP consulted Njord Offshore, an industry leading provider of offshore wind farm services.

Njord Offshore Ltd. manages CTV's for the Offshore Windfarm Sector. Their head office is based in Tendring, UK and their operations extend throughout Northern Europe. Their aim is to deliver the highest service to Charterers through well designed and maintained vessels operated by well-trained and pro-active crew. Their shoreside engineers provide 24/7 technical support throughout Europe.

Njord Offshore vessels are fully classed with an International Association of Classification Society (IACS) member and are purpose built for Offshore Windfarm Crew Transfer. The vessels are built for a wide range of duties however passenger comfort & offshore transfer capability remain a key focus.

2) CURRENT FLEET

Njord Offshore operates a diversified fleet of IACS classed Crew Transfer Vessels. This includes the following classes of vessel with links to vessel specification pdf's:-

21 Metre CTV

8 vessels 21m Multipurpose CTV
Length Overall: 20.6m
Beam: 7.4m
Service Draft: 1.65m
Deadweight: 18t
Air Draft: 8.5m
<http://njordoffshore.com/pocketplan.pdf>

26 Metre Twin Axe

1 vessel 26m TwinAxe
Length Overall: 25.75m
Beam: 10.4m
Maximum Draft: 1.75m
Deadweight: 20t
Air Draft: 11.0m
<http://njordoffshore.com/26mpocketplan.pdf>

26 Metre CTV

8 vessel 26m Quad IPS
Length Overall: 26.3m
Beam: 9.2m
Maximum Draft: 1.6m
Deadweight: 30
Air Draft: 13.0m

<http://njordoffshore.com/26M%20IPS%20CREW%20VESSEL.pdf>

3) FUTURE BUILD PROGRAMME

Njord Offshore are currently building another 2 x 26m Quad IPS CTVs, plus a larger 35m CTV (not for UK use).

On Njord's website their description of the 26 Metre vessels includes the following text.

"Njord Offshore's 26m IPS Crew Vessel (with dynamic positioning) has evolved from our 21m design and has been built for optimized:-

- *Ride comfort*
 - *Manoeuvrability*
 - *Endurance*
 - *Cargo Capacity*
 - *Redundancy*
- Whilst maintaining our principles of*
- *Speed with efficiency*
 - *Practicality"*

4) SUMMARY

The reasons given in the previous section for increasing their fleet of larger CTVs, as opposed to the smaller 21m CTVs, and slightly smaller 26m TwinAxe CTVs, supports the assumptions of the ABP Mer's paper 'Overview of CTV Characteristics', extracts from this report as follows:-

'Windfarms are being built increasingly further offshore and as these distances have increased, so too has the overall size of CTVs being used in operations. This largely reflects a requirement for greater sea-keeping characteristics in (usually rougher) offshore waters, rather than a need for greater personnel carrying capacity, since vessels of this type are typically restricted to a maximum of 12 passengers.'

'Although there is a range of industry opinion on the optimum dimensions of CTVs and the future rate of change in size, there has been a demonstrable trend towards larger vessels that correlates with the development of bigger offshore windfarms that are situated increasingly further from their onshore base of operations. Industry leading consultants Nautilus Marine Services consider that the trend is likely to continue and so any analysis of future air draught requirements must recognise this potential'.

A spokesperson from Njord Offshore has stated that for safety sake they would like to try and ensure 1m clearance between vessel air drafts and any obstruction.