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Ulstein Verft Launches its Largest Ship to Date

Ulstein Verft launched from its dock hall a special offshore construction vessel, Yno 302, for Island Offshore and Edison Chouest Offshore. The newbuild measures close to 160 m in length with a beam of 30 m, making it the largest offshore vessel built at Ulstein Verft to date. A video of the launch is available here: <https://www.youtube.com/watch?v=tXHDzPQsuYM&feature=youtu.be>. According to Ulstein, the vessel's total steel volume is about 8,800 metric tons – approximately the same as five platform supply vessels. Of this volume, Ulstein Verft's department in Vanylven has produced approximately 1,520 metric tons, the largest steel volume delivered to one project from this department.

Scheduled for delivery Q4 2015, the vessel remains at the shipyard as its heli deck is currently being mounted.

The vessel, jointly owned by Norway-based Island Offshore and U.S.-based Edison Chouest Offshore, will be managed by the latter, and thus carries the Edison Chouest colors and logo. Edison Chouest Offshore and Island Offshore ordered Yno 302 in 2013 through the company Island Ventures II LLC as part of a two vessel deal which saw one vessel built at Ulstein Verft, and the other in the U.S. at Edison Chouest's LaShip yard in Houma, La. Both ships are of Ulstein SX165 design. The ABS-classed vessels include accommodation for 200 people and are equipped with two cranes capable of lifting 400 tons and 140 tons, respectively. The vessels each feature three separate engine rooms, enabling two-thirds operational capacity to be maintained should an error force an engine room to go out of service. In addition, the ships are equipped with SCR catalyst system for NOx emission reduction.

By Eric Haun



(Photo: Ulstein)

Tactical Response Vessel Delivered to NYPD

Gladding-Hearn shipbuilding, Duclos Corporation delivered a second 70-ft. tactical response vessel to New York City's Harbor Patrol Unit. The two sister-boats were part of a five-boat order from the New York City Police Department (NYPD). Measuring 68.8 ft. on deck, with a 19-ft. beam and 3.8-ft. draft, the new high-speed, Tactical Response Vessel features C. Raymond Hunt's deep-V hull and a "squared-off" bow, with fendering and knees installed above the main deck to facilitate bow landings.

The superstructure, including the fly-bridge, has ballistic-resistant windows and panels installed on the sides, front, back and roof. An American Safe Room Nuclear, Biological and Chemical (NBC) filtration system pressurizes the vessel's accommodation spaces. Two decontamination showers, along with a containment system, are located on the aft deck. A 1,500 gpm remote control water cannon is mounted on the wheelhouse roof.

A guard over the water-jets forms a fixed rescue platform accessible by a hinged grating in the main deck. The forward, side, rescue-recess and aft decks are heated to prevent icing in the winter. On the aft deck is a hydraulic, knuckle-boom crane for launching and recovering a tender.

The vessel is powered by twin 12-cylinder MTU-12V2000M94 diesel engines, each producing 1,920 Bhp at 2,450 rpm, giving the boat a top speed of over 41 knots, and at 30 knots a range of about 225 miles. The engines turn a pair of Hamilton HM571 water-jets through ZF3050 gearboxes. A 30 kW Northern Lights/Alaska Diesel generator provides service power. Twin Humphree interceptor units, each fitted with an automatic trim and list control system, adjust the vessel's running trim and list at various speeds and load conditions. The heating and air-conditioning, a chilled water/heated loop system, includes a 48,000 Btu chiller and an Espar 16kW diesel heater.



Photo: Gladding-Hearn

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