Four new Handysize vessels La Sillonais, La Sillonbais, La Chambordais and La Sauternais were named in March at China’s Tianjin Xingang Shipbuilding Heavy Industry. They are sisters to a series of six similar ships built to BV class for Louis Dreyfus Armateurs (LDA). These new ships were ordered by LOD, a joint-venture between LDA, FPF and Bank Paris Bertrand Sauryza (IBPS).

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PANAMAX EFFICIENCY GAINS

MN Kypros Bravery is the second delivery of a series of four newly-designed Panamax bulk carriers being built to BV class by Sasebo Heavy Industries Co, Japan for Safety Management Overseas. The cargo capacity is increased by 3,000 dwt while fuel consumption is reduced by ten per cent. The design length is 4 m smaller than Kamsarmax bulkers, allowing access to more ports.

BIG GREEN BOX SHIP FOR CMA CGM

Scandinavia and North Europe are home to some of the world’s biggest vessels and a vibrant shipbuilding industry. Both are host nations in running LNG as a fuel and diversification into sophisticated vessels such as deepwater OSVs. Bureau Veritas is investing in technical resources which are close to the owners, yards and consultants because owners in Norway, Sweden, Denmark and Estonia have all chosen BV to help them with newbuilding and conversions of vessels fuelled by LNO. They make that choice because of BV’s world leading experience with LNG in a marine environment. And as shipyards and consultants diversify in vessel types and clients they also choose BV, because of our speed of response and our deep experience. Non-Shipping also announces the high quality services and equipment which are a key part of the world’s most complete maritime cluster. Bureau Veritas is right at the heart of it all, close to every yard, consultant and owner. We are experts in every ship type. Talk to us to find out how we can help you move forward with confidence.

LOUIS DREYFUS ARMATEURS BULKERS NAMED

Greek owner Starbulk S.A has taken delivery of three new generation DOLPHIN 44 SDARI 44,000 dwt bulk carriers built under BV class at Jiangsu Yangjiagang Shipbuilding Co. Roberta, Idea Free and Laura are the first of a series of eight sisterships of this eco design.

Starbulk has also taken delivery of Henny Badger and Wolsemer, two 61,000 dwt bulkers built to BV class by Nantong CSSC KV Ship Engineering Co.

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The short-sea transport of refined oil products and chemicals is a demanding niche, “It’s challenging,” says Kjell Olav Haugland, Managing Director, Bergen Tankers AS. “But if you focus on creating tailored tonnage and on safe and efficient operations than you can make a business.”

Kjell Olav is the second generation of his family to run Bergen Tankers. He sailed on the ships before stepping up to the top job and says he still takes a turn out on the ships when he can. “I cover when Master has to go on leave,” he explains. “It keeps me in touch with the ships.”

Bergen Tankers operates four small product tankers and two bunker vessels in the demanding environment of the Baltic and Scandinavian coasts. “Of course we have a very high focus on safety and the environment,” says Kjell Olav. “And we have demanding customers. That’s why we put a lot into making sure the ships are tailored to the job. For example we design our own ships and build in a high level of redundancy, with double propulsion. Right now we are focussing on reducing air emissions. We have fitted catalytic scrubbers to two vessels and we have the Bergen Viking in the yard for a full conversion to LNG fuel.”

Kjell Olav explains that when his company go into a major project such as an LNG conversion they want to work with partners and service providers with proven reliability and who can deliver what is promised on time. “We like to be ahead as a company but we don’t like to be the first to try new things,” he says. “So in this case the experience of Bureau Veritas with LNG fuel was crucial. We changed the class of the vessel for this conversion and BV was able to give us comfort and trust that the project would be safe, on time and would deliver what we wanted – a clean, safe and efficient vessel.”

On delivery in early June the Bergen Viking will trade all round the coast of Norway. Kjell Olav says the availability of LNG as bunkers is not an issue on that trade. “We are looking forward to getting the ship into service,” he says. “We have had good co-operation with BV, they did all the risk studies that were needed and the technical side is going well. It’s a good process.”

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The Columbian Navy joined Bureau Veritas’ Military Committee at its tenth annual meeting in 2015. Korean shipbuilder Daewoo Shipbuilding & Marine Engineering will be invited to join at the next meeting.

New rules on OPVs and naval diesel-electric submarines were discussed at the meeting. The publication of an updated set of naval and submarine rules is planned for the fourth quarter of 2015. The committee also discussed the incorporation of the concept of vulnerability requirements into naval rules and decided that it was appropriate. The next generation of naval rules will be drafted with vulnerability included. The Columbian Navy has special experience in this domain and will assist in the project.

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COLUMBIA NAVY JOINS BV MILITARY COMMITTEE

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TWO DREDGERS ORDERED WITH BV CLASS

Dutch offshore contractor Van Oord has chosen BV class for two dredgers with a hopper capacity of 17,000 cu m each to be built at Construcciones Navales del Norte S.L., Spain. During the design phase special attention was paid to the energy management of the ship and dredging process. Several aspects of the design resulted in a significant reduction of fuel consumption and CO2 emissions.

The GAS PREPARED notation will be granted to ships with an initial design which takes into account the spaces necessary for the main components of the LNG fuel gas system, such as LNG storage tanks, LNG bunkering station, fuel gas handling system and vent mast, provided that the requirements for segregation and access are satisfied. The notation may be completed with the following options: "S" when local structural reinforcements are fitted in way of the tanks, "P" when provisions are made for the routing of LNG and gas piping, “ME-DF” when the main engines (are) of the dual-fuel type; “AEB” when the auxiliary engines and oil-fired boilers are of the dual-fuel type or designed for future conversion to dual fuel operation.

NEWS IN BRIEF...

BV has published new shaft alignment requirements in NR 592. The Rule Note provides specific requirements and methodology for shaft alignment assessment onboard large ships including guidelines for calculations in view of hull deflection, aft steelwork elasticity, oil film behavior and shaft bearing stiffness. This NR is particularly intended for large ships which may experience significant hull deformation due to their loading conditions.

Strong growth from modern ships in service being moved into BV class has driven the cladded fleet above 11,000 ships. As of April 2015 BV’s cladded fleet was 11,010 vessels totalling 105,518,300 gt. These included over 1,000 bulkers, over 1,000 tankers, over 500 passenger ships, almost 500 container ships, over 260 gas carriers and a very large fleet of sophisticated offshore vessels and units.
Four new Handysize vessels La Sillonais, La Solognais, La Chambordais and La Saulnaire were named in March at China’s Tianjin Xingang Shipbuilding Heavy Industry. They are sisters to a series of six similar ships built to BV class for Louis Dreyfus Armateurs (LDA). These new ships were ordered by LDA, a joint venture between LDA, FFP and Bank Paris Bertrand Shurdza (PBS).

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Greece’s Starbulk S.A has taken delivery of three new generation DOLPHIN 64 SDARI 64,000 dwt bulk carriers built under BV class at Jiangsu Yangtangjiang Shipbuilding Co. Roberta, Idea Free and Laura are the first of a series of eight sisterships of this eco design.

starbulk.kano@jan.smith@bureauveritas.com

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Despite the current market many offshore projects are already in an advanced stage, while frontier projects will require high-spec OSVs. Consequently, there is continuing demand for innovative vessels, as confirmed by new orders for multipurpose vessels equipped for subsea lifting and diving support in harsh conditions, including ice and cold climate. But there is a strong drive for rationalization. Cost overruns are fairly common in the offshore industry. In order for it to work, innovation in vessel and equipment design needs to be supported by reliability rather than on complexity and redundancy.

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