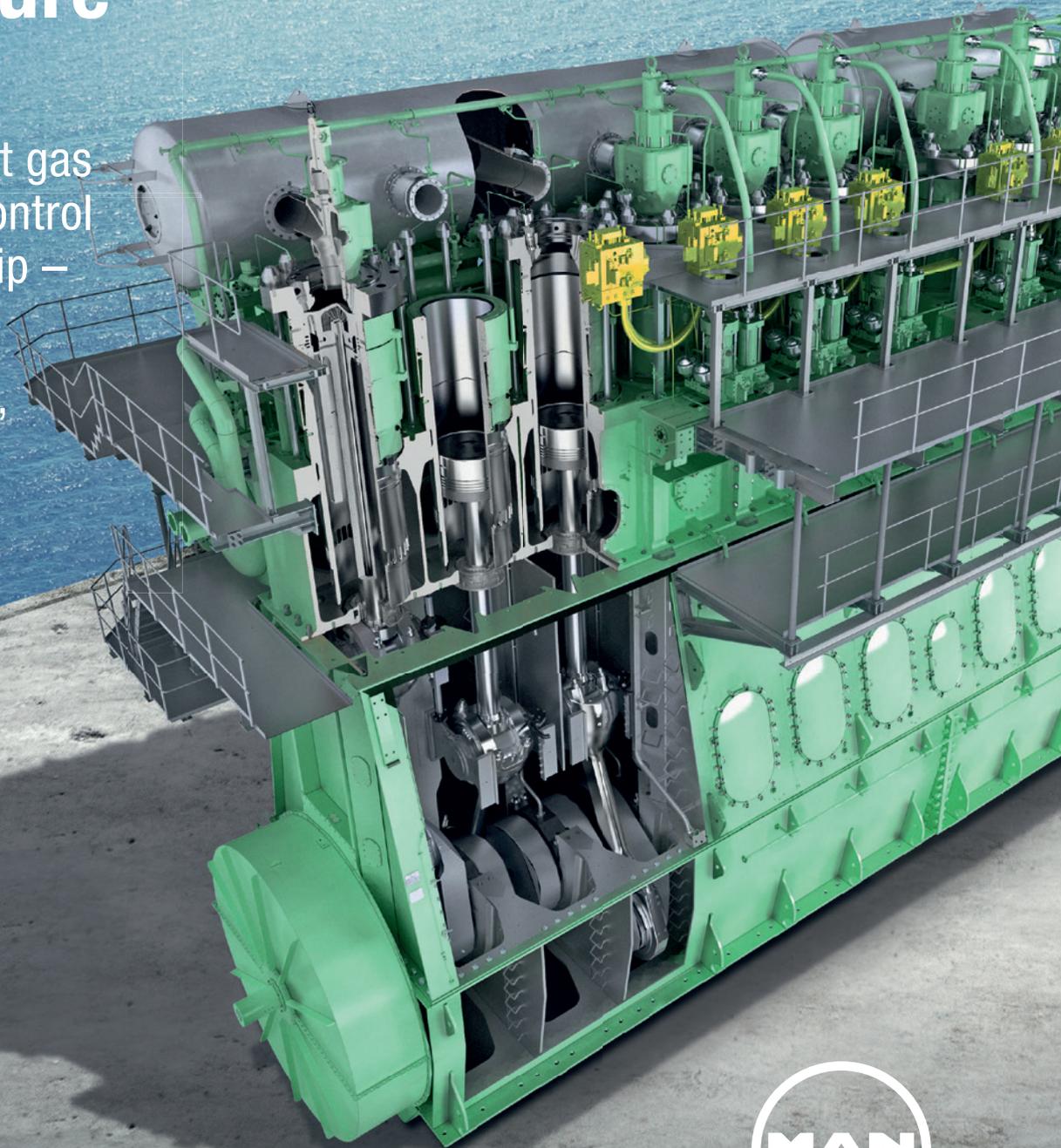


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“Big data will not be confined to marine propulsion systems. We will also see improved
maintenance, early detection of malfunctions and the appropriate response”

Dr Andreas Lingens, executive vice president of development, MTU, see page 45



Subsea Industries showcases Ecospeed demonstrator vessel

Subsea Industries has run a series of roadshows to showcase its Ecospeed hard coating, which creates easy to clean hulls with no impact on the environment.

In Maassluis, the Netherlands, a maintenance and dive support vessel has been used to demonstrate how easily a vessel can be cleaned.

It is also legal to be used in harbours that do not allow the cleaning of hulls underwater, such as nearby Rotterdam. Normal underwater cleaning is not allowed in some harbours due to the corrosive nature of the cleaning, allowing coating to be spread into the surrounding water.

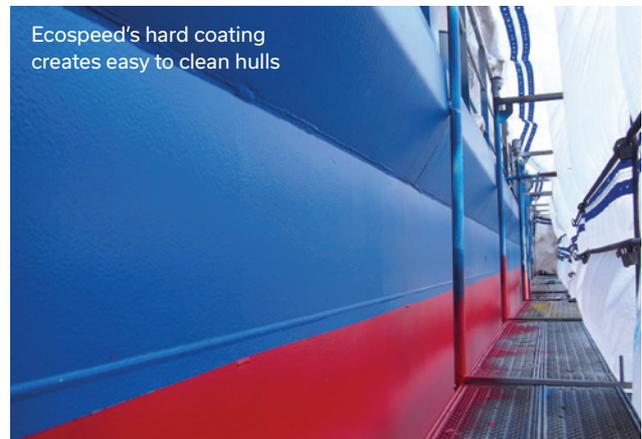
A VLCC typically would take an underwater team approximately 12 hours to clean, whereas the team demonstrating the Ecospeed coating took just two hours to clean the vessel.

Ecospeed is not foul-release paint but rather a coating system that requires a completely different, more cost-effective and environmentally-acceptable approach to hull protection and anti-fouling.

Paint degradation is typical of traditional marine hull coatings, resulting in the need for reblasts and recoats more or less every time the vessel docks. This repeat business model is costing shipowners dearly and is completely unnecessary.

Green Award Foundation representatives suggest that environmentally-certified ship-owners using Ecospeed could benefit from a 10 per cent reduction in port fees.

Willem Hopmans, Subsea Industries' marine project officer, said: "We all have an environmental interest in what is happening in the water but we can clean Ecospeed hulls in water very quickly and without damage to the marine environment. Ecospeed is the only sustainable solution for protecting ships' hulls and we will now take the vessel to ports around Europe to



Ecospeed's hard coating creates easy to clean hulls

demonstrate just how safe the coating is and how simple and cost-effective it is to clean."

Subsea Industries' executive director Boud Van Rompay explained: "With Ecospeed there is no need to reblast and recoat the hull; there is no chance of corrosion, no impact on the environment and, if regular hull cleaning is carried out, fuel savings of up to 40 per cent can be achieved.

"What's more, if Ecospeed is applied to ice-going ships and the vessel is maintained in good condition during service, Classification Societies have ruled that the thickness of steel plating may be reduced by up to 1mm. Since this is the area most prone to damage from ice impact, there are considerable savings to be made."

Keppel Shipyard wins S\$120 million contracts



Keppel Shipyard has won four contracts worth a total of US\$89 million) from existing customers.

Keppel Shipyard, part of Keppel Offshore & Marine, has won four contracts worth a total of S\$120 million (US\$89 million) from existing customers.

It will undertake the installation and integration of topside modules for a newbuild floating production storage and offloading (FPSO) vessel for BW Catcher, a subsidiary of BW Offshore. The FPSO will be deployed in the Catcher Field in the North Sea, operated by Premier Oil.

The second contract is to fabricate an internal turret mooring system for a floating storage and

offloading (FSO) vessel for Sofec Inc, that will operate in Maersk Oil's Culzean Field in the North Sea. The fabrication of the turret is due to be completed in the third quarter of 2017.

Keppel Shipyard will carry out upgrading work to the pipelay vessel *Castorone* for Saipem Offshore Norway. This work is already underway and due to be completed in the third quarter of 2016. It includes the replacement of switchboards to improve the vessel's power distribution system, renewal work on 45km of electrical cables, construction of >>>