

The Royal Institution of Naval Architects

Design & Operation of Wind Farm Support Vessels

27 February 2019, London, UK



Call for Papers

In the space of less than a decade, wind farm support vessels (WFSVs) have gone through leaps and bounds when it comes to refined, innovative design. The 2008-2013 period saw a significant change in the definition of the 'average' WFSV - from repurposed fishing craft and workboats, to dedicated vessels capable of handling higher seas, harsher waves and longer transits than their converted counterparts.

UK and European naval architects and builders spearheaded the majority of innovative design breakthroughs, in response to the booming renewable energy business on their back doorsteps. Technician complements were increased from a standard number of 12 to 24 or more. Walk-to-work/gangway systems were increasingly adopted and, compared to some vessel sectors, the WFSV enjoyed a particularly clean sheet in general when it came to safety in the field. The middle of the decade saw WFSV demand dip below supply in Europe, causing a temporary plateau in this boat sector. Consequently, 2015-2016 was to prove a reflective period in which, rather than 'churning out' proven WFSV units en masse, design teams continued to push for increasingly innovative solutions.

The UK and European wind farms, and their related supply chains, are certainly well established. Now, the US and the Asia-Pacific are set to repeat this success, only on a far grander scale, and demand for safe, reliable and cost-efficient WFSVs is back on the agenda. Substantial offshore wind farm growth within these territories could offer exciting opportunities for those UK and European designers who've gained invaluable experience of developing fit-for-purpose WFSVs. However, these emerging markets could match European design expertise blow for blow - and, in the case of some Asian yards, with the bonus of significantly lower production costs. Welcome to 'Phase 2' of the global race to develop the most optimised WFSVs possible.

RINA invites papers from designers, class societies, operators, researchers, and builders on all related topics, including:

- Vessel design: hull forms, general arrangements, interior designs, etc, especially those with innovative features
- Class society and national/international statutory requirements, including the impact of new rules and regulations on this sector
- Powering and propulsion: including the ever-increasing take-up of hybrid-electric (or full electric) propulsive systems
- Seakeeping and manoeuvrability
- Provisions for the carriage of increasing numbers of turbine technicians, plus larger cargo volumes
- Crew safety and comfort
- Crucial lessons learned from 'Phase 1' of dedicated WFSV design

www.rina.org.uk/WFSV_2019

- ☐ I would like to offer a paper and attach a synopsis of no more than 250 words

Please submit your 250 word abstract before 8th January 2019

- ☐ I wish to receive details on exhibition space and sponsorship opportunities
- ☐ I would like to receive a full programme brochure and registration form

Name:	Position:
Company:	
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