

Local Communities



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IMarEST BeNeLux Branch - Technical Meeting New heavy lift vessel Sleipnir

Speakers: Sipke Schuurmans
Position: Project Director
Companies: Heerema Offshore Services B.V.
Websites: <https://www.heerema.com/>
Date: Tuesday 5th of June 2018
Time: 18:30 – 22:00
Venue: Delft University of Technology – 3ME Faculty – Lecture room A (Leonardo da Vinci)
 Mekelweg 2
 2628 CD Delft
Contact: IMarESTBeNeLux@gmail.com
Parking: P-Aula or P-3ME; see campus map on <http://www.tudelft.nl/en/contact/>.

Dear member or friend,

You are hereby cordially invited to the coming Technical Meeting of the IMarEST BeNeLux Branch. Details of the programme and additional information can be found below. Your attendance to this Technical Meeting will be much appreciated. I look forward to seeing you on the 5th of June.

Would you kindly let me know if you plan to attend this event by registering [online](#). Please register before Monday 2nd of June, so that we can order sufficient refreshments. Please note we have changed our policy concerning refreshments for non-members of IMarEST. We now kindly ask a contribution to refreshment costs of 5 euro's from non-members. The bank account number of IMarEST BeNeLux branch is: NL67 RABO 0364 6179 69 (no refunds).

Thank you in advance.

Yours sincerely,
 Erik-Jan Boonen – Honorary Secretary IMarEST Benelux Branch.

Detailed Programme

18:30 Welcome incl. coffee; meet other attendees
 19:00 Technical Presentation
 19:45 (Coffee) Break
 20:00 Technical Presentation
 20:45 Discussion / remaining questions
 21:00 Drinks / Networking event
 21:45 Closure

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Abstract

In 2019, Heerema will launch their next-generation semi-submersible crane vessel – Sleipnir – which will be the largest vessel of its kind in the world. It includes two revolving cranes each capable of lifting up to 10,000 metric tonnes and a deck of 180 m long and 97.5 m wide with 12,000 m² of work area. Sleipnir's unique lifting capacity and crane design allows maximum flexibility to install platforms as one integrated unit. Sleipnir can support clients for the installation of fixed and floating platforms, remove offshore platforms of any kind and install subsea structures. Offshore operations can take place from shallow to deep water in DP3 or anchor mode.

Sleipnir is being built with sustainability in mind. The vessel is self-propelled, with dual fuel engines which can run on LNG or MGO. Sleipnir will run on LNG by default. The faired hulls – coated with bio-friendly foul release paint – result in low resistance, helping to lower fuel consumption. All light systems on board are based on LED, the vessel contains an integrated waste management plant, engine heat is re-used for heating purposes, and the LNG cold is re-used for chilled water systems. All of these features will drastically minimize Sleipnir's environmental footprint.

The presentation will cover the overall Sleipnir project from project initiation to present status:

- Development of the Starting Points for the Design;
- Concept Evaluation;
- Specification of Crane Capacities;
- Sleipnir's Sustainability Values;
- Innovations incorporated in the Design:
 - Crane Developments (Huisman);
 - Thruster Development (Wärtsilä);
 - Dual-Fuel Power Generation (LNG & MGO);
- Execution Plan;
- Current status of the construction of vessel and cranes.



About the Speaker

After graduating as a Naval Architect from Delft University of Technology in 1978 and serving his military service as lecturer at the Royal Netherlands Naval College, Sipke started his career at Delft Hydraulics working on the design of harbours, breakwater and offshore structures, specializing in the definition of metocean conditions in deep and shallow water, the resulting loads on fixed and floating structures caused by wind, waves and current, and the subsequent motion response of such structures. In 1992, he moved to Monaco to work for SBM Offshore as Concept Engineer to develop and design permanent and disconnectable mooring systems for floating production and storage systems for the offshore energy industry. After subsequently managing the Concept Department for 4 years, he moved to the United States in 2000 when SBM Offshore decided to set up an office in Houston. In Houston, Sipke stepped through the ranks of respectively Operations Director, VP Engineering and after the merger with Atlantia of VP Project and Technology Development to develop, design and build the full product range of F(P)SOs, TLPs, Semi-Submersibles and large disconnectable turrets. When his family decided to return to Europe in 2011, he joined Heerema Marine Contractors where he became the Project Director for the Sleipnir right from the start of the project early 2013. Sipke was involved in all stages of the Sleipnir project, from Concept Design to the construction and commissioning period presently ongoing in Singapore.