



Scope of delivery:

Vessel

- ✓ 4 Main ac generators 2x 3200 kVA, 2x 4689 kVA
- ✓ 4 Transformers 1500 kVA
- ✓ 2x Main switchboard 690v
- ✓ 3x 440v Switchboards
- ✓ 3x 230v Switchboards
- ✓ 6x Iv Drive systems for thruster
- ✓ 4x Squirrel induction motors 690v
- ✓ 2x Excavator drives Iv
- ✓ Automation system
- ✓ Vessel management
- ✓ DP 2 & 3
- ✓ System integration

Tower

- ✓ 2x Multidrive Iv air cooled ACS 880
- ✓ 2 Bucket chaindrive
- ✓ 2 Rov winchdrives

Van Oord

Fall pipe vessel – complete electrical installation - 2018

Van Oord has deployed the Bravenes, one of the most innovative subsea rock installation vessels in the world. Bakker Sliedrecht functioned as the coordinating contractor in the installation and the integration of the advanced technology that makes the vessel special. This ship configuration allows the vessel to install rock very close to offshore platforms, wind turbines or deep-sea cables and powerlines.

DP 2-3 system

To guarantee pinpoint accuracy, the Bravenes is designed with a dynamic-positioning system 2 and 3 (DP 2 and 3), with four thrusters at the front and two at the rear, holding the 154 meters long and 28 meters wide vessel in place and allow it to safely operate close to offshore structures. For the DP system, Bakker Sliedrecht had to double install all electro-technical installations and drive systems. If the energy on one side of the system fails, the other side takes over and the vessels stays in position.

Active filter technology

Another innovative technology that Bakker Sliedrecht supplied are the active filter solutions in combination with the electric drive systems. They save space and energy and prevent harmonic distortion and thus the risk of energy losses, failure of electronic equipment and overload.

Electrical system integration

During the construction, Bakker Sliedrecht was responsible for the integration of all electrical systems and the coordination of participating E-parties. Van Oord had the Bravenes built at the Sinopacific Shipbuilding's Ningbo shipyard in China. „We functioned as a linchpin, coordinating all E-parties involved and ensuring that all electrical systems were connected and that everything worked,“ says project manager Niels van Vliet of Bakker Sliedrecht. „The ship was designed in Europe and built on a Chinese shipyard. With many different systems and different suppliers. It was our job to coordinate all of that for the E-scope.“



Do you have any questions?

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