**RHENUS DELIVERS CONTRACT WITH A1 OFFSHORE**

Rhenus Offshore Logistics (Rhenus) is working with A1 Offshore Solutions (A1) to deliver a contract for offshore grid operator TenneT in Germany. Rhenus is using A1’s supply vessel Connector Express to carry out cargo runs to six converter stations in the German Bight. **Connector Express** was converted for the work. The 90m LOA vessel had an accommodation module installed which has the capacity for up to 40 technicians. The vessel also has substantial free deck space of 700m² and a AHC crane with a lift capacity of 26 tons. In addition, the vessel can be equipped with two ROVs if needed. The vessel will deliver food and spare parts to the converter stations. Rhenus is also currently working with World Marine Offshore on East Anglia One supporting cargo runs to the converter station where commissioning work is taking place. **Odin Express** is being used for this work. She is a 82m LOA vessel with 720m² of free deck space and can carry approximately 2800 tons of cargo.

**IHC LAUNCHES MOTION COMPENSATED GRIPPER**

IHC has designed a new Dynamic Outrigger Frame which, it claims, will offer a rapid and more efficient process for wind turbine monopile installations with floating crane vessels. The benefit of the frame is to significantly reduce overall offshore costs by reducing the time spent on foundation installation. Installing large monopiles from a floating vessel controlled by a dynamic positioning (DP) system is a challenge as there will be residual vessel motions due to the DP mode inaccuracy. By using a motion-compensated gripper, these movements can be counteracted and a force can be applied to the pile to counteract wave loads. The pile inclination during pile driving can also be compensated by applying a force to the pile to counteract wave loads. The gripper, these movements can be counteracted and a force can be applied to the pile to counteract wave loads. The pile inclination during pile driving can also be compensated by applying a force to the pile to counteract wave loads.

**FIRST MONOPILE INSTALLED FOR ZHONGTIAN 9**

Heavy lift vessel Zhongtan 9 has installed the first monopole on the Huanghai Jiangsu Dafeng Project in China. The work started on 12th January and was completed by the early hours of the morning on 13th January. The monopile has a length of 70m, a diameter of 5.5-6m and a weight of 638 tons. It is reported that the successful installation of the first monopole has provided the basis for the full development of Huanghai Jiangsu Dafeng Offshore Wind Power Project (Bid Section II) and has provided valuable experience for the next construction task. The project team will carefully assess the construction of the first foundation pile, improve the process method, make up for the deficiencies, improve efficiency, ensure safety, and strive to build high-quality projects in the offshore wind power market.

**PETER MADSSEN WINS OSTWIND 2 CONTRACT**

Danish marine contractor Peter Madsen Rederi A/S (PMR) has been awarded the contract for boulder clearance at the Ostwind 2 grid connection project in the German Baltic Sea. The contract was awarded by German transmission system operator 50Hertz. The project comprises boulder clearance and survey works at the three cable routes for the Ostwind 2 grid connection project, which will connect two future offshore wind farms in the Baltic Sea, Arcadis Ost 1 and Baltic Eagle, to the German high voltage grid. The scope of work includes removal of surface boulders between the landfill near Lubmin (Mecklenburg-Vorpommern, Germany) and the offshore wind sites northeast of the island of Rügen. "This is a major contract for PMR and we are extremely proud that 50Hertz has selected us for the project. We look forward to a close cooperation with this important client," says Michael Normann, CEO at PMR.

**SWIRE SEABED ORDERS AUV**

Swire Seabed has placed an order for the acquisition of a Kongsberg Maritime Hugin AUV (Hugin) with Kongsberg Evotec’s newly designed Launch and Recovery System (LARS) for delivery in 2020. The purchase is part of the ongoing development of a fully automated inspection and survey solution which will provide Swire Seabed the ability to conduct different types of autonomous inspections and survey operations that meet the diverse clients’ requirements which can vary from the duration of operations, length of subsea pipeline and area of seabed to be inspected or mapped. The Hugin is containerized for simple mobilization. The AUV will measure approximately 5.2m in length, with a diameter of 0.875m and have high endurance with all sensors operating. Flexible and self-contained, the system is capable of performing autonomous inspections on subsea assets and seabed mapping while simultaneously acquiring, classifying, interpreting and reporting data.

**NEW CASE STUDY—BIBBY HYDROMAP ON GALLOPER**

In June 2018, Bibby HydroMap (Bibby) was commissioned to carry out a survey of the array cables on Galloper OWF. The purpose of the survey was to establish the burial depths; assess the level of scour protection; and identify any areas of exposure or free span. During the work, Bibby investigated the surrounding seabed to track any changes to the environment. To carry out the work, Bibby used its survey vessel **Bibby Athena** which deployed the company’s ROV d’ROP and Pangeo Subsea’s Sub-Bottom Imager (SBI). In addition to the depth of burial equipment, a dual-head Norbit WBMS multibeam echosounder was also mobilised simultaneously on d’ROP. There were two main challenges to the work: firstly the array cables had to remain energised throughout the work, and secondly, the small cross-sectional area of the 33kV cables. **Bibby Athena** is a 27.5m SWATH vessel which has worked extensively in the offshore wind market.

**BIBBY HYDROMAP—courtesy of Rhenus Offshore Logistics**