

Johan Hjort

Renewal of propulsion- and integration of
Hybrid battery power system



Main activity Multiple activities
Year built 1990

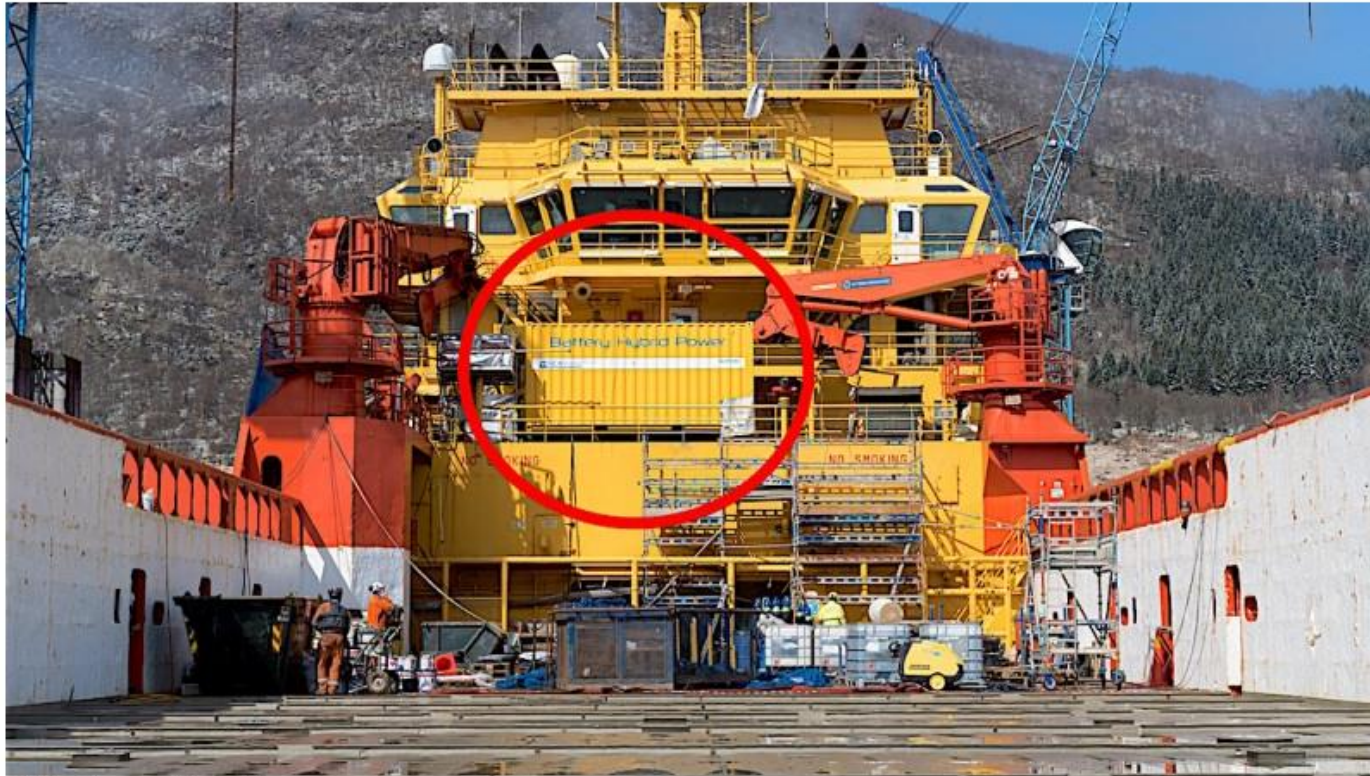
Operating area All oceans
Length 64.40 m



Scope of work

- New Main engine
- New gear with PTI/PTO
- New Controllable pitch propeller
- Hybrid system with new aux engine incl. SCR and a battery package.
- New integrated automation and power management system.
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Viking Energy. Foto: Westcon

Denne containeren sikret toårskontrakt med Statoil

Eidesvik utstyret sitt tredje skip med batteripakke. Denne gangen håper de å ta teknologien enda ett steg lenger.

Battery hybrid solution secured 2 year contract with Statoil



Foto: Siemens/Ørnli Slipp

Skal ha batteridrevne arbeidsbåt til oppdrett

SalMar har bestilt verdens første batteridrevne arbeidsbåt fra Siemens og frøyabedriften Ørnli Slipp.

**Battery
powered
workboat for
sea farming**

Battery Hybrid – environment friendly ?

- Battery is charged by own diesel engine.
- Can be an environment friendly solution for some vessels in some operations:
 - Diesel electric propulsion
 - DP operations
 - Slow moving operations
 - For use in port



What does the battery do ?

- During offshore operations the battery can take the peak load.
- This gives that a vessel can operate on less number of engines and optimise the load on the running engines.
- The engines are most env. friendly at approx. 80% load. If more power is needed for a short time, the battery take this load and no extra engine need to be started (making all run on low load).



In Port

- The vessel can stay on battery in port for some hrs.
- If shore power is available, you can charge the battery, and in combination with shore power and battery be able to avoid using an engine in port.
- You can run on a small aux. engine and let the battery take the peak load if a crane or another heavy consumer have to be used.



In port - no shore power available

- Add exhaust cleaning to the "harbour generator" (SCR).
- In combination with a battery package you can stay in port running the generator at day time and stay on battery at night when less power is needed.



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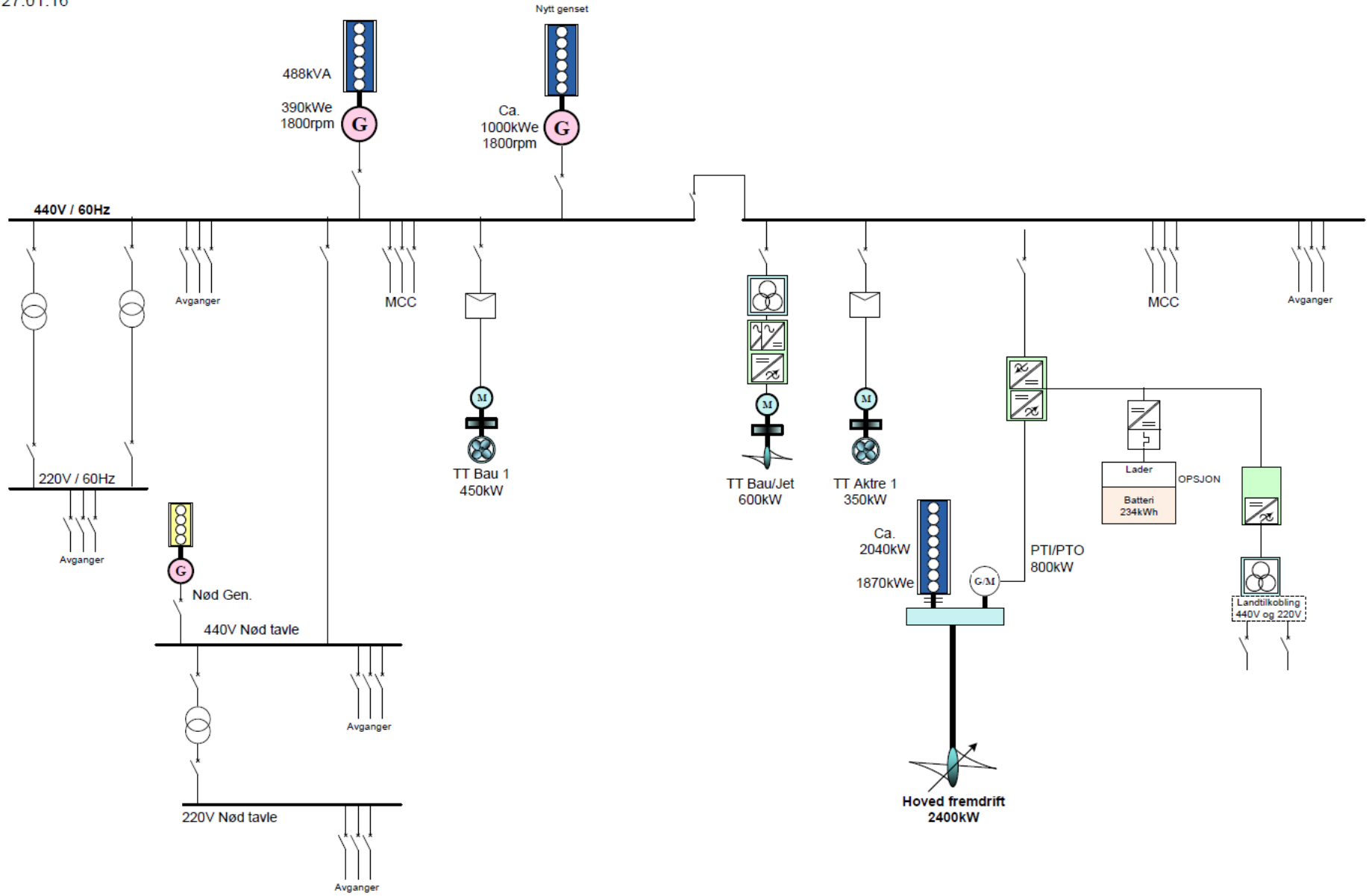
- We will install a battery package and exhaust cleaning (SCR) on the main aux engine.
 - Opportunity to use aux engine and battery in combination during slow seaming and DP operations in nice weather.
 - Full flexibility in port. We can use shore power, battery only or use the aux engine with SCR in combination with battery.



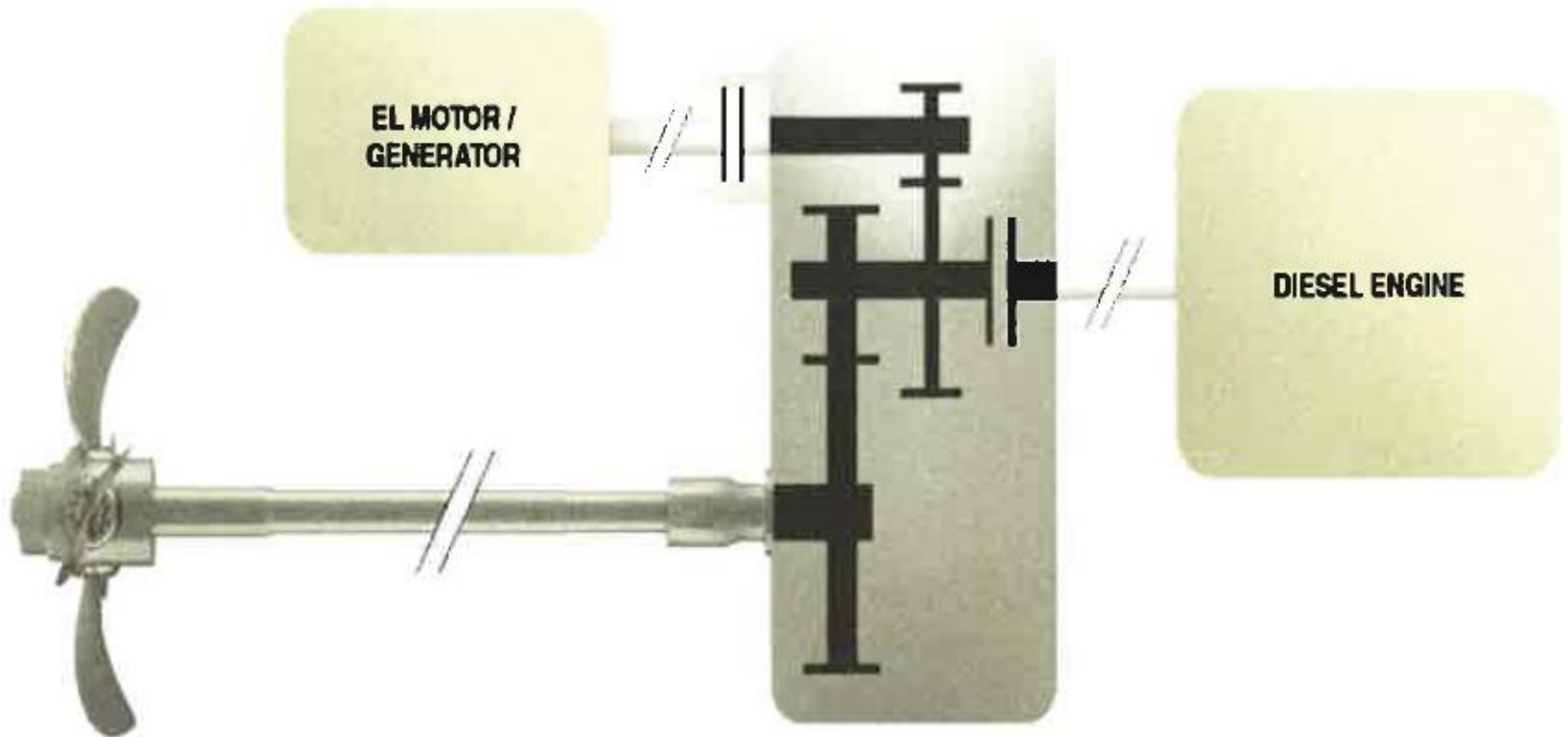
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Revisjon 0

27.01.16



Propulsion



Thanks for your attention

