HARVEY ENERGY: HOW A TRI-FUEL VESSEL IS SHAPING THE FUTURE OF SUSTAINABILITY

CHALLENGES
Provide technical guidelines and approvals required for the installation of a lithium-ion battery power system aboard the dual-fuel (LNG/marine diesel) Harvey Energy to drive energy efficiencies and reduce emissions.

SOLUTION
Conduct technical reviews and survey verifications of vendor supplied equipment and their installation aboard the Harvey Energy and to assist in getting Flag (US) approval.

RESULTS
The battery installation, which is expected to receive ABS class notation ESS-LIBATTERY, will significantly enhance the efficiency and environmental performance of the vessel and add a layer of redundancy. The overall fuel cost savings are expected to be in the range of 10 to 20 percent, according to Harvey Gulf International Marine, LLC.

OVERVIEW
American Bureau of Shipping (ABS) has been selected to class two Offshore Supply Vessels (OSV) being retrofitted with a battery/converter system by Harvey Gulf International Marine. The Harvey Energy will become the first ABS-classed dual-fuel (LNG/marine diesel) and battery vessel and the first U.S. flagged OSV equipped with a battery/converter system. Significant emissions reduction is expected to be achieved.

Harvey Energy is the first vessel in North America being powered primarily by liquefied natural gas (LNG). The pioneering offshore supply vessel (OSV) started operations in March 2015, serving Shell in its deepwater offshore operations in the Gulf of Mexico.

Harvey Gulf has contracted Wärtsilä to supply an energy storage system, energy management system, transformer and drive, all mounted inside a single container for the refit of Harvey Energy. Wärtsila will deliver its battery-hybrid module to Gulf Coast Shipyard Group (GCSG) in December 2019.
CHALLENGES

Harvey Gulf’s mission is to have the most fuel efficient environmentally friendly fleet of platform supply vessels in the Americas. Harvey Energy will be the first LNG fueled – and the first hybrid retrofit – PSV in the Americas. The 5,312-dwt vessel is currently powered by three Wärtsilä 6L34DF dual-fuel gensets providing 7,530 kW (10,100 hp) fueled by Wärtsilä’s LNGPac system – a complete fuel gas handling system for LNG vessels.

Wärtsilä’s hybrid solutions are based on a ‘first-of-its kind’ fully integrated hybrid power module. This combines engines, an energy storage system using batteries, and power electronics optimized to work together through an innovative, Wärtsilä-developed energy management system. The solution marks a new benchmark in marine hybrid propulsion.

Harvey Gulf chose ABS for its significant experience in LNG and dual fuel energy. ABS was selected to provide technical reviews and survey verifications of vendor supplied equipment and installation aboard the Harvey Energy.

SOLUTION

ABS is an industry leader in providing guidance for the safer development and deployment of hybrid power and is supporting its adoption with a strategy that focuses on the three areas of storage, distribution and generation, and advanced integration of hybrid power systems into marine and offshore assets. For the Harvey Gulf lithium-ion battery integration project, ABS is providing several key reviews and verifications:

- Review test reports, specifications, and safety features to assess compliance with requisite rules and standards
- Review structural documentation on battery container for compliance
- Witness testing of converters that transform battery voltage to ship system voltage
- Review technical documentation for structural, electrical, fire suppression, HVAC, safety system and the testing of system batteries, convertors, transformers, HVAC units
- Review technical documentation for installation of container on board that covered stability calculation, structural and electrical drawings
- Review modification of the switchboard drawings for hybrid system
- Review the integration with the existing ship systems

RESULTS

Harvey Gulf International Marine, LLC anticipates that the installation of a Wärtsilä 1,450 kW battery hybrid solution, which is expected to achieve the ABS class notation ESS-LiBATTERY, will significantly enhance the efficiency and environmental performance of the vessel.

The installation of a Wärtsilä 1,450 kW battery hybrid solution is anticipated to reduce the Harvey Energy’s exhaust emissions, fuel consumption, and noise level. The overall fuel cost savings are expected to be in the range of 10 to 20 percent, according to Harvey Gulf International Marine, LLC. It is also projected that the battery capacity will be sufficient to sail in and out of harbor on electric power with fewer engines running, while also supplementing hotel load electricity when docked, which would reduce noise and pollution levels in the harbor area. Furthermore, the ability to operate on battery power will assist redundancy during critical dynamic positioning (DP) operations at the offshore platform.

Harvey Energy is one of five LNG-fueled platform supply vessels (PSVs) in operation in Harvey Gulf’s fleet. Another PSV is under construction at its Gulf Coast Shipyard Group (GCSG) in Gulfport, Mississippi. All of the LNG-fueled PSVs are expected to be fitted with battery-hybrid technology.