

# Vital link for lifecycle support

Designed to remotely monitor and support vessels in the dredging, offshore and wet mining sectors, IHC Connect enables customers to access operational data, improve maintenance provisions, and cut repair response times.

“A secure information acquisition and communication platform with multi-channel technology, Connect enables swift and safe access to all onboard automation systems, including third-party equipment such as diesel engines,” according to Netherlands-based Royal IHC.

“It has the ability to obtain information on vessels via the internet from anywhere in the world, which means many potential issues can be quickly investigated and solved remotely,” explained IHC Systems product specialist Martijn van Eeten. “Connect serves as the framework for several advanced customer applications in essentially two categories: support and monitoring.

“The support function links the vessel with the IHC support team via any pre-existing onboard TCP/IP data link, including satellite, GPRS and Wi-Fi. It enables our team to diagnose, log and assist with any problems encountered by the customer. If used in combination with IHC’s integrated vessel automation for dredging and offshore vessels, there is almost no limit to the number of systems that can be accessed remotely.

“While small issues aboard a vessel can be



Connect means less downtime for dredgers

fixed by the customer, bigger problems may be beyond his scope,” Van Eeten added. “Normally, this would require a service engineer’s attention, which for long-distance visits can mean long periods of downtime. But with Connect, an engineer can remotely identify faults online, offer possible solutions and even execute repairs remotely – a reduction in downtime that can lead to significant savings.

“In terms of monitoring, data traffic is handled by the Connect Management Centre, which can be located either at the

customer’s facilities or a data warehouse. Customers can monitor fuel consumption, bunkering information, fuel reserves and virtually any other operational data, which can be tailored to customer requirements on a project-by-project basis.

“It increases productivity levels and allows for better maintenance predictions and planning,” Van Eeten added. “In addition, the facility to study all aspects of a vessel’s operational systems can help with crew training.”

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# Omalius research ship is in demand

Geophysical, geotechnical and environmental investigation specialist G-tec’s investment in the multipurpose drilling vessel *Omalius* is paying off.

Capable of working in water depths between 15 and 300 m, the new Belgian-flagged vessel is 84 m long and is equipped with a remarkable array of software and its own laboratory, as well as DP2, a drilling rig and 30-tonne seabed CPT frame.

*Omalius*’ first task was a geotechnical campaign for the Fécamp wind farm project off the Haute-Normandie region of France. The scope of work included borehole



drilling, down-the-hole and seabed CPTs, onshore and offshore laboratory testing, plus in-situ testing that included natural

gamma logging, PS logging, and high-pressure dilatometer work.

» [www.g-tec.eu](http://www.g-tec.eu)