



Member of GHM GROUP

Wind speed monitoring for ferry traffic

Ultrasonic 2D anemometer HD 52.3D



HD52.3D



Bird spikes

DFDS is the world's leading ferry operator. With a fleet of 60 ships, the company heads for harbors in Scandinavia, the Baltics, North West Europe and the Mediterranean.

The requirement

An important element when it comes to navigation is the wind. Its forces have a significant impact on maneuverability and safety on board. If the wind reaches force 6 Beaufort or more, it's challenging and possibly not safe to navigate into the harbor by their own engine power. In such a case, tugboats are used, to pull the ferry boats and the passengers and cargo commodities on it, safely into the harbor.

Thus, these tug boats have two down sides: they are comparably slow in its operation and expensive. This means, that DFDS constantly had to balance out safety on board, efficiency of traffic and costs from tugboat operations.

Still, these costs are neglectable compared to the consequences of improper wind monitoring. Therefore, DFDS has decided to give this safety and efficiency issue a high priority and install a monitoring system, even though there is no guideline that pledges DFDS to do so.

Apart from that, the measured data detected by this system shall be used to support the decision-making process, whether tugboats are really necessary or not. Since tugboat operations need to be prepared and coordinated with the affected ferryboat, the crew of each boat needs to be able to access the data to take an active part in the decision-making and coordination process.

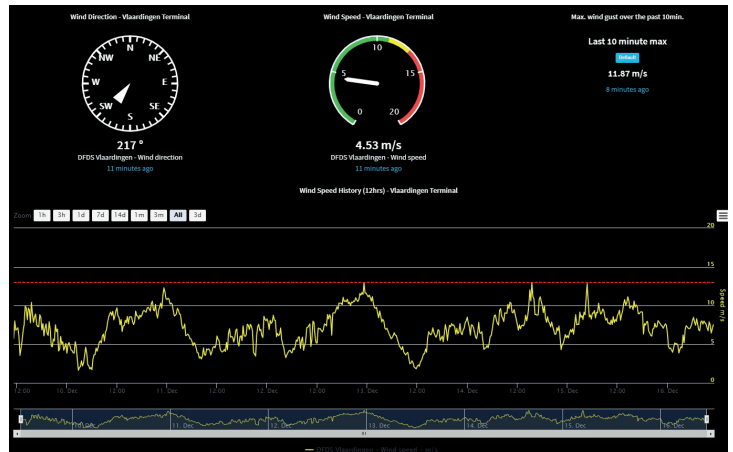


BENEFITS:

- o 24/7 data access for constant information about weather conditions
- o Helps to limit costs for tug boats
- o Very easy to operate

Our solution

Our HD52.3 is the ideal solution for this vital application. It is mounted directly in the harbor-basin, off the berth. Thanks to our Delta Ohm Cloud Service, each of the six ferryboats has 24/7-access to the weather information from the harbor of Rotterdam, which can differ from those from the Rotterdam area. The data stored in our Cloud and later offline also enables DFDS to retrospective analysis. Furthermore, it fulfills the insurance requirements regarding certification. Regarding the costs that are caused by tugboat operations, our system has paid off immediately.



Display of control unit, showing HD52 measuring data

Our customer



DFDS Seaways B.V.
 Vulcaanweg 20 (Port # 615)
 3134 KL Vlaardingen
 The Netherlands
www.dfds.com