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## **MHO-Co creates the future hybrid CTVs**

**The Danish shipping company MHO-Co has designed two new hybrid catamarans where modern electric motors saves on weight, space and emission for the benefit of the environment as well as fuel economy in the offshore wind industry. But that is not all. The 35-meter CTVs are designed to be ready for other environmentally friendly technologies of the future, and an even more sustainable operation.**

In the summer of 2021, MHO-Co will launch the two specially designed catamarans on contract with Ørsted, where they are scheduled to transport technicians and equipment to the British offshore wind farm Hornsea Project 2 in the North Sea.

“Designing and building hybrid CTVs is a huge step in the environmental direction, and I am proud that we at MHO-Co have found partners who share our vision for sustainable development in the offshore industry. With these new vessels we still offer some of the largest and most reliable CTVs in the world, and they can be converted to future technologies”, says CEO and Founder of MHO-Co, Mik Henriksen.

The vessels’ newly developed hybrid propulsion packages are designed in a way which enables them to be adapted at a later state to future eco-friendly power generating methods such as hydrogen fuel cells or other technologies.

In the development and design of the two new vessels, MHO-Co has partnered up with Incat Crowther, who has expert knowledge of catamarans. Combined with MHO-Co’s insight and experience with CTVs, the result is two unique and state-of-the-art vessels.

Ed Dudson, Managing Director of Incat Crowther Europe says:

“MHO-Co always push the boundaries when it comes to new vessels in the Offshore Wind Industry. These new 35m vessels are no different. It’s great to be working with Mik and his team again on the latest project, which will really bring hybrid technology to the fore.”

### **At forefront with the green transition**

MHO-Co has chosen to install Danfoss’ Editron as the propulsion system on the catamarans. The system’s permanently magnetized electric motor saves both weight and space on the CTV while consuming less fuel and giving higher efficiency.

Erno Tenhunen, Marine Business Line Director, Danfoss Editron states:

“Our DC-grid hybrid propulsion technology is also revolutionary for the marine industry, as it is highly flexible and easy to manage. It benefits such as these that are allowing ship owners and operators to benefit from lower costs and longer operational lifetimes, without compromising on customer experience.”

With Danfoss’ Editron, MHO-Co is at the forefront of the green transition in the industry. The two hybrid vessels naturally fit the offshore wind industry’s own focus on renewable energy, explains Mik Henriksen from MHO-Co:

- The electric motors significantly reduce CO<sub>2</sub> emission, which is an important factor. In fact, with the new CTVs, it becomes possible when idling to eliminate discharge of particles. We already see that this is something which is noticed in the industry.

As the first CTVs, it will also be possible to install a Z-bridge Bring-to-Work system on the front deck. This fully motion compensated offshore access system will allow safe transfer of teams up to 6 persons and cargo, from the vessels deck to the offshore structure. This will eliminate climbing and will increase workability and improve the transfer time.

## FACTS ABOUT MHO-CO

MHO-Co is a Danish shipping company specializing in service and transport of crew in the offshore wind industry. The company was founded in Esbjerg, Denmark in 2015 by Mik Henriksen, who has many years of experience with catamarans and CTVs. The company has a number of vessels including the twin ships MHO Gurli and MHO Esbjerg, which with their 39 meters are the world's largest CTVs.

From day one, the ambition has been to serve the offshore industry with reliable vessels with high performance and safety, where the environment and fuel economy go hand in hand. For further info: [www.mho-co.dk](http://www.mho-co.dk)

## FACTS ABOUT THE HYBRID CTVs

- Designed by Mik Henriksen, MHO-Co
- 35-meter catamaran
- 110 m<sup>2</sup> fore deck and 15m<sup>2</sup> aft deck
- Equipped with Danfoss' Editron PM-Electric motors
- Fits 24 passengers
- Fitted with large lounge area and eight cabins
- Completed 2<sup>nd</sup> quarter 2021
- Will service the Hornsea Project 2 Offshore Wind Farm for Ørsted based out of Grimsby, UK
- Built by Afai Southern Shipyard (Panyu Guangzhou) Ltd., in Guangzhou, China

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## Strong collaboration with Afai Southern Shipyard

MHO-Co has just signed a contract with the Chinese shipyard Afai Southern Shipyard for the two new hybrid vessels. The yard in Guangzhou, China is the largest shipyard in Asia, specializing in the development, design and construction of high-performance aluminium vessels.

- Afai Southern Shipyard built the Incat Crowther's K50 ferries, which I previously have been managing for two years. Therefore I know how well the two parties' work as well as requirements for the vessels are harmonizing, and I am pleased that MHO-Co and our customers will now also have the opportunity to enjoy the result when the hybrid vessels are completed, says Mik Henriksen.

Afai Southern Shipyard also welcomes the contract for the two hybrid CTVs:

"With our experienced and professional team, we believe the cooperation with MHO-Co will be successful and we will build the vessels with good performance and high quality," says General Manager at Afai Southern Shipyard, Mr. David Chen.

The contract for the two new vessels was signed in collaboration with shipbroker Pan Ocean Marine, where Managing Director Michael Wang says:

"Congratulation to MHO and Afai! It is a great honour to cooperate with MHO and Afai on this project, and Pan Ocean Marine will continue to work together with MHO and Afai during the entire project until the vessels are successfully delivered. I hope this is the start of a long-term partnership in the offshore wind farm industry".