

ShipBuilding

i n d u s t r y



**Growing demand
for scrubbers**

EXHAUST GAS CLEANING SYSTEMS

HARNESSING AEROSPACE TECHNOLOGY

GREEN SHIP TECHNOLOGY

**Better crew training needed
for CO₂ firefighting systems**

QHSE

The new MS225 controller is part of a navigation lights control and monitoring system.

Full control

MARBLE AUTOMATION'S CONSTANT SEARCH FOR INNOVATION



Marble Automation recently launched MS31, a monitoring and alarm system for unmanned machinery space.

HAVING STARTED OUT AS A SPECIALIST IN AUTOMATION SYSTEMS FOR FISHING VESSELS, MARBLE HAS BY NOW GROWN INTO A GLOBAL partner in automation for all types of vessels including superyachts. The company is continuously developing innovative alarm, monitoring and automation products and systems.

Unmanned machinery spaces onboard vessels are subject to strict regulations and require adequate alarm and monitoring systems. Marble Automation has recently released its MS31 system. It has already been granted type approval by Bureau Veritas. The system is installed inside the machine room of either new-build or existing vessels. It functions as a monitoring system of anybody working in the machine

room. If no one is in the machine room, the unmanned button is activated. Any crew entering the machine room will switch the unit to manned and will have to report back every 27 minutes. The fully configurable main unit is connected to the extensions MS2006 via a combined power-communication cable. The MS31 system can be used in combination with any existing alarm system. Exchange of information is carried out by dry contacts. The MS31 is just one of several new products developed by Marble Automation. The company is also putting the finishing touches on a control unit for navigation lights. The MS225 controller is part of a navigation lights control and monitoring system, consisting of one or more controllers and a HMI device that meet the MSC.253(83) resolution requirements. A direct current (DC) version is available for LED and 24V incandescent lights, as well as an alternating current (AC) version for 115V AC or 230VAC navigation lights. Each

controller can handle up to twelve double navigation lights and each channel has a removable insert card. "The beauty of this system is that it is compatible with a wide range of navigation lights", states Stefan Meun-Visser, Sales Manager at Marble Automation. "Furthermore, we will always have the system in stock, which is a great advantage as there are no delivery times. It can be installed immediately."

Systems made to measure

Marble Automation works closely with its clients to build alarm, monitoring, and automation systems from scratch. "This way, our customers can have ample input in the final look and feel of a system, ensuring that

it truly matches their needs and expectations', explains Mr Meun-Visser. "Another benefit is that when the system needs to be renewed, it can be copied entirely. This will result in less work for the electrician as the wiring remains in the same place."

The company's main strength is its talented pool of software engineers, each of whom has their own specialty. "Every engineer that works for us has his or her own field of interests besides software, which makes them especially skilled at seeing bigger picture, for instance when it comes to things like power management, engines or communication. This leads to us creating even better solutions for our clients", comments Mr Meun-Visser. "The shipowner can directly communicate with the software engineer and explain how the system should work. We hereby ensure that our clients know that their new system really is their very own system. Our company motto is 'Full Control', because control is precisely what we give our customers over their systems."

From tugs to superyachts

It has been a busy time for Marble Automation, with a wide range of projects on various types of vessels. The company carried out the full readout of the hydraulics, the Esco power system and the entrance system onboard tugs SB3 and SB8 of Amsterdam's Waternet company. It now monitors the alarm system with navigation light control and logs all information from the battery system and engine control system. The performance of the vessels can thus be controlled in detail.

For cargo vessels Arklow Wind and Arklow Willow, owned and operated by Arklow and built by Ferus Smit, Marble Automation provided an alarm system with unmanned machinery space (UMS) functionality. The readout of engine data is shown on-screen on the bridge and there is a full Voyage Data Recorder (VDR) output.

When Feadship embarked on a major rebuild of the 1954 motoryacht Istros, Marble Automation was called in to update the onboard systems. The 42m superyacht was equipped with touch-screens and the alarm system extended with UMS functionality. The crew can now easily monitor and control the batteries, the tank gauging system, the bilge system, the hatches and doors, the navigation lights, and the fire alarms. "We have also incorporated the CCTV system in the automation package", adds Mr Meun-Visser.

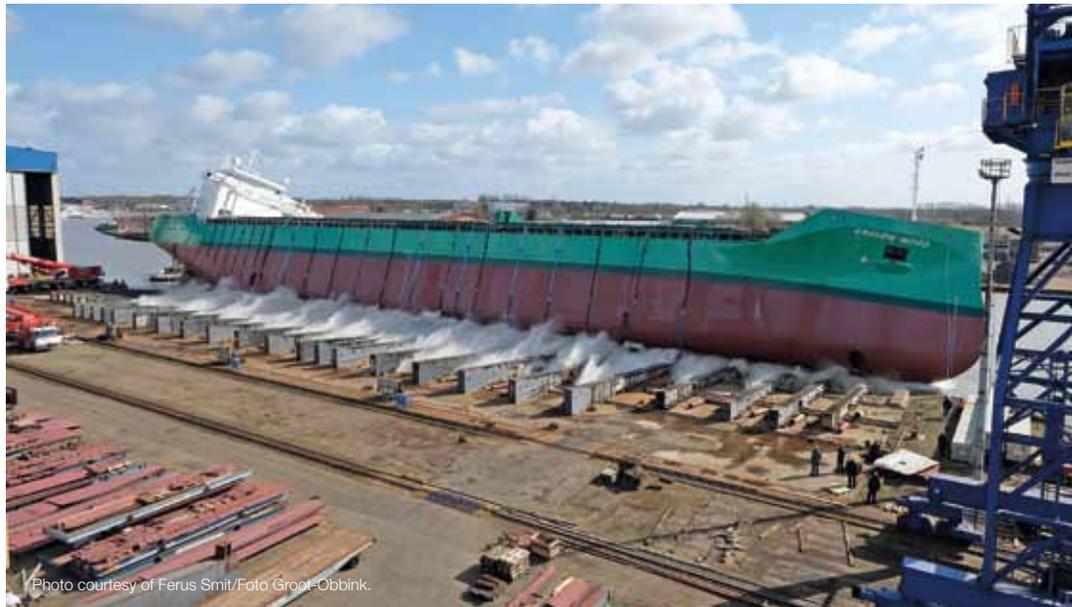


Photo courtesy of Ferus Smit/Foto Groot-Obbink.

Marble Automation installed an alarm system with unmanned machinery space (UMS) functionality on four containerships, including Arklow Wood.

"The system is integrated into the PLC system and shows the live feed from the CCTV system on a separate page." During its recent refit, sailing yacht Ranger also received a completely new automation system. "Upon the client's request, we took out the complete system and updated it. We made some small adaptations, but the layout was kept similar so the crew did not have to get used to a new system", reveals Mr Meun-Visser. "This is the beauty of Marble Automation. We can build an entirely new and improved system that feels very much the same as the old system."

Closer to home

While COVID-19 caused some disruption by grounding the Marble Automation team in

the Netherlands, it also created new opportunities for the company. "As travel abroad has been affected, we have had to postpone some projects", explains Mr Meun-Visser. "However, this freed up our schedule to take on a project closer to home. Rederij Doeksen's passenger ferry Vlieland will be outfitted with a new alarm and monitoring system. Because it is a project in the Netherlands, we can get started right away. The restrictions will hopefully be lifted in the coming months, so that we can get on with the various projects that have been postponed for now. We will be ready when the time comes."

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