

TUG & OSV DELIVERIES

Deliveries in brief

The first of two new 24m Z-drive ship-handling tugs has joined the fleet of Bisso Offshore, a subsidiary of US operator E N Bisso. Built by **Eastern Shipbuilding Group** at its Allanton facility in Florida, **C D White** is a RAport 2400 design by Robert Allan Ltd.

Measuring 80ft (24.4m) LOA with a beam of 38ft (11.6m), the tug achieves a free-running speed of 12.7 knots and a bollard pull of 62 tonnes thanks to a propulsion package comprising two Caterpillar 3512E, EPA Tier 4 diesel engines, each rated 2,549hp at 1,800 rev/min, driving Kongsberg US205 P20 FP Z-drives.

The electrical plant consists of two John Deere 4045AFM85 diesel generators, each with an output of 99ekW. A fi-fi system is fitted with a Counterfire ES-125-400 1,500 gal/min pump driven off the front PTO of one generator via a Logan clutch.

Deck machinery includes a Markey DEPCF-42 HS electric escort winch on the bow, and a tow post with Markey CEPB-40 5 HP capstan and Washington Chain & Supply tow hook on the aft deck.

Accommodation for a crew of six is in three double cabins below deck forward, with the main deck featuring a mess, pantry, store and wet space.

Shortly after **CD White** was delivered, the second of the series, **A Thomas Higgins**, was launched at Allanton. Construction and fitting out work on the sister vessel is continuing, with delivery due later this year.



Magni is an ASD 3212 tug built by **Damen Vietnam** and now operating in Iceland. Owned by Associated Icelandic Ports, the vessel serves the ports and harbours of Reykjavik, Grundartangi, Akranes and Borgarnes in the west of the island nation.

Measuring 32.7m LOA with a beam of 12.82m, **Magni** is powered by two Caterpillar 3516C main engines, each delivering 2,525kW at 1,800 rev/min and driving Kongsberg Maritime US255 FP thrusters with 3,000mm diameter propellers. The combination gives a free-running speed of 14 knots, while bollard



pull ahead is 85.5 tonnes.

Auxiliary power is provided by two Caterpillar C4.4 gen sets. The Lloyds's Register class notations include FiFi1 fire-fighting with a main engine-driven pump having a capacity of 2,400m³/hr through two 1,200m³/hr monitors.

On deck there is a Heila HLM 20-3S crane with winch, a single drum towing winch aft with a Mampaey towing hook and a render/recovery winch.

A crew of eight is accommodated over two decks with air conditioning throughout. The forecastle deck has single, en suite cabins for the captain and chief engineer, along with a galley, messroom and communal toilet. Below deck are two more single, en suite cabins for officers plus two twin crew cabins with shared facilities.

Start-up Mexican towage operator Snekke has added a third vessel to its fleet in its first year of operations in the form of **RPM Manzanillo**, a RAmparts 2500W ASD tug from Turkey's **Med Marine**.

Founded in January 2019 and providing towage services in the Pacific coast port of Manzanillo, Snekke ended the year by signing a contract for the tug that was previously operating in Med Marine's own national fleet alongside five identical sister vessels.

Initially named **Med Yarmca** and designated by Med Marine as a MED-A2575, **RPM Manzanillo** is a Robert Allan Ltd design measuring 25.3m LOA with a 12m beam. Two Caterpillar 3516C main engines develop 2,100kW at 1,600 rev/min and drive twin Schottel SRP460 controlled pitch Rudderpropellers. Resulting performance is a maximum speed of 13.5 knots and 70 tonnes of bollard pull – with Med Marine building other versions of the design offering 60 or 75 tonnes.

Onboard power comes from two Caterpillar C4.4 generator sets, while deck

machinery includes a THR Marine fore towing winch. The tug also carries a FiFi1 fire-fighting system with a 1,200m³/hr pump linked to two foam/water monitors. There is accommodation for a crew of six.

The port of Manzanillo is one of Mexico's busiest ports, handling Pacific Ocean cargo for the Mexico City area.



Almost 14 years after handing over the first 90ft inland towboat built for Florida Marine Transporters (FMT), **Eastern Shipbuilding Group** (ESG) recently delivered **Jaden Pasentine**, the 70th in the series – the largest single-owner, single-shipbuilder, new construction programme with the same class towboat design in US history.

This latest in the series is part of an order for four of the type and was built at ESG's Allanton facility in Panama City, Florida, from a design by Gilbert Associates, based in Boston, Massachusetts. While the robustness of the design means the 70 towboats built to date look essentially the same, later versions incorporate updates to meet new regulations and deliver improved technological performance.

The 90ft x 32ft x 10ft (27.4m x 9.75m x 3m) **Jaden Pasentine** is powered by two Caterpillar 3512C EPA Tier 3 diesel engines each rated at 1,500hp at 1,600 rev/min. The reduction gears are direct coupled Twin Disc Model MG-5600s with a 6.04:1 reduction. Electrical power is provided by two John Deere 4045AFM85 99kW Tier 3



generator sets.

The first order for the 90ft inland towboats dates back to the New Orleans Workboat Show in December 2004, with the first delivery of the resulting contract for 25 vessels occurring in February 2006.

The 70 vessels built by ESG for FMT, based in Mandeville, Louisiana, along with other towboats and a fleet of barges have helped to make the operator the US's largest independent maritime transporter of chemicals, pressure cargoes, refined products and feedstocks, crude oil and heated products, and building materials.

Turkey's **Sanmar Shipyards** has delivered its first tug to Saam Towage – the largest operator in the Americas – in the shape of one of its popular Bogaçay series now sailing under the name **Saam Valparaiso**.

The new arrival has joined the 15-strong fleet of Saam tugs in Panama – one of nine countries in which the company operates across North, South and Central America. The tug is serving the ports of Colon and Manzanillo at the Caribbean end of the Panama Canal.

Measuring 24.4m x 11.25m, the tug can achieve 70 tonnes of bollard pull thanks to the twin Caterpillar 3516C main engines delivering a total of 4,200kW coupled to a pair of Kongsberg US255 FP thrusters.

As well as the first Sanmar-built tug in the Saam Towage fleet, **Saam Valparaiso** is also the yard's first tug in Panama.

Another of Sanmar's Bogaçay series, **Peterel**, recently joined the fleet of UK-based Targe Towing with a sister vessel, **Queensferry**, due to arrive in the near future.

Sanmar has built and delivered more than 40 Bogaçay series tugs in the last five years, with 21 customers in more than 12 countries. The series is an exclusive version



of the RAmports 2400 design from Robert Allan Ltd.

Turkish shipbuilder and tug operator **Med Marine** continues to win orders for its powerful and compact MED-A2360 design, based on Robert Allan Ltd's RAmports 2300-MM ASD model.

The latest example to enter service is **Tareef 1**, delivered at the start of the year to Abu Dhabi Ports' flagship Khalifa Port. The versatile, multi-purpose new arrival boasts efficient ship-handling, coastal towing, escort, general-purpose duties and fire-fighting capabilities.

With an LOA of just 23m and a beam of 10.9m, the new tug achieves 60 tonnes of bollard pull (BP) thanks to a combination of two Caterpillar 3512 main engines – each delivering 1,765kW at 1,800 rev/min – driving two Kongsberg US205 FP thrusters with 2,400mm diameter propellers.

There are two Caterpillar C4.4 gen sets for onboard power, while a FiFi E fire-fighting system comprises a 1,200m³/hr pump linked to two foam/water monitors. Deck machinery includes a THR Marine towing winch fore and a Toimil deck crane. Accommodation is for a crew of six.

Med Marine's MED-A2360 series are shorter and more compact than other 60-tonne BP designs, but have improved power and manoeuvrability making them ideal for narrow and shallow port operations. The shipbuilder has so far built eight of the series, with three more in the pipeline.



Having successfully built and delivered several tanker and workboat projects for a local Turkish customer in recent years, in late 2018 **RMK Marine Shipyard** secured a contract from the operator for two tugs in the shape of RAmports 2500-SD designs from Robert Allan Ltd.

The first of these 70-tonne bollard pull tugs, **T.Damla-8**, has now been handed over following successful launch, outfitting and sea trials late last year.

The 25.4m x 11.8m x 4.6m ASD tug is designed for harbour and terminal operations and coastal towing. Main engine power comes from two MTU 16V 4000 M63L diesels each developing 2,240kW at 1,800 rev/min and driving Kongsberg US255 CP azimuth thrusters with 2,600mm diameter propellers. The vessel has a free



running speed of 12 knots, while onboard electrical power is provided by a pair of Margen 140ekW gen sets.

Deck machinery includes Data Hidrolik fore and aft towing winches, each with 45-ton pulling capacity and 180-ton brake capacity. In addition to its towing role, **T.Damla-8** has a FiFi1 fire-fighting capability through two pumps mounted on the main engines and able to deliver 1,350m³/hr to two electrically-controlled monitors, each with 1,200m³/hr capacity.

Sister vessel **T.Damla-9** was launched towards the end of December and is due to be delivered in May.

Fast-growing offshore wind farm support operator HST has received its latest Fast Crew Supplier (FCS) 2710 CTV from Damen – the company's fourth of the type in just over 18 months.

HST Euan was built at **Damen Shipyard Antalya** in Turkey and on delivery went straight to work on a new five-year contract with wind farm operator MHI Vestas, transporting personnel and equipment between the Belgian port of Ostend and the company's various sites in the North Sea.

With identical features and layout as its three preceding sister vessels, the Bureau Veritas-classed FCS 2710 measures 26.8m LOA with a 10.5m beam. The propulsion system comprises two Caterpillar C32 main engines driving two FP propellers, plus two bow thrusters. The combination gives **HST Euan** a maximum speed of 25 knots and a range at maximum speed of 1,200nm while carrying 26 passengers plus 14 crew and up to 20 tonnes of cargo on its 90m² deck.

UK-based HST plans to continue growing this year with the purchase of additional CTVs as well as considering acquiring Damen Multi Cats to diversify into activities such as cable laying and maintenance, trench support and marine civil engineering.

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