

100-ton waterfall type anchor-handling/towing winch – with a Mampaey towing hook – on deck signal its multi-purpose credentials.

The 36m x 15m tug has three Caterpillar C32 main diesel engines, generating a total of 2,910kW at 1,800 rev/min, with a trio of 1,750mm diameter propellers in nozzles. Added manoeuvrability is provided by four 275kW thrusters – two each at the bow and stern – while auxiliary power comes from an all-Caterpillar system of C18 gen sets and a C7.1 gen set.

The accommodation – described by Neptune Marine as “luxurious and spacious” – is over two decks. On the main deck, there is a single en-suite cabin for the captain, with four other single cabins – two for officers – and two twin cabins, all with shared facilities. A lower accommodation deck – well insulated from the adjacent engine room – has six twin cabins with shared facilities, a galley, laundry and separate mess rooms for officers and crew.



Stimulating greater operational efficiency in Nigeria’s sea ports is the main driver behind the recent commissioning of two new tugs to enter service with the Nigerian Ports Authority (NPA). **MT Ikoro-Ekiti** (pictured) and **MT Musawa** are **Damen ASD 2810** tugs, each with Lloyd’s Register classification.

The vessels each measure 28.7m x 10.4m and are equipped for towing, mooring and fire-fighting operations in the six ports operated by NPA along the African country’s 853km coastline.

They are powered by twin MTU 16V4000M63 main diesel engines with total power of 3,680kW at 1,600 rev/min. These drive two Kongsberg US205 azimuth thrusters with 2,400mm diameter propellers. Resulting performance is a speed of 13.6 knots ahead and astern, with 61.8 tonnes of bollard pull ahead and 54.9 tonnes astern.

Two Caterpillar C4.4 generator sets provide auxiliary power, while a dedicated diesel drives a 1,200m³/hr fi-fi set with two 600m³/hr monitors.

On deck, there is a hydraulically-driven two-speed anchor/towing winch with 150-ton brake, towing hook fore and aft with 60-ton SWL and an electrically driven capstan.

Accommodation for a crew of six is over two decks. In addition to the galley and mess room, the main deck has a single, en-suite cabin for the captain, while below are a chief engineer’s cabin and two twin cabins with shared facilities.

Eastern Shipbuilding Group has delivered the second of two new customised Z-drive tugs to Bisso Offshore, a division of E N Bisso & Son headquartered in New Orleans.

A Thomas Higgins is a Robert Allan Ltd RAApport 2400 design measuring 80ft (24.4m) LOA with a moulded breadth of 38ft (11.6m). Like sister vessel **CD White**, delivered earlier this year, the new tug is USCG Subchapter-M-compliant while also meeting EPA Tier 4 and IMO Tier III emissions standards, thanks to its twin Caterpillar 3512E main diesel engines each delivering 2,550hp at 1,800 rev/min. These drive Kongsberg US205 P20 Z-drives. Resulting speed is in excess of 12 knots, while bollard pull is given as 60 tonnes stern pull and 58 tonnes bow pull.

Two John Deere generator sets, each EPA Tier 3 certified, provide auxiliary power. On deck, a Markey Machinery DEPCF-42 HS single drum escort hawser winch is located forward, with the same company supplying the aft capstan. A Washington Chain & Supply tow hook has a 90-ton SWL, while a Counterfire fire-fighting system can deliver 1,500 gal/min (340m³/hr) driven off one of the diesel gen sets.

Built at Eastern Shipbuilding Group’s facility in Allanton on Florida’s Gulf Coast, **A Thomas Higgins** was designed and built to ABS Class standards, but is not classed under ABS rules.



Russia-headquartered operator Beluga Projects Logistic has added another Ice Class EuroTug to its fleet from **Neptune Marine**. **Beluga Bremen** is a EuroTug 2710 for anchor-handling activities and a sister vessel of the slightly larger EuroTug 3010 **Beluga Rotterdam** delivered last year.

The Bureau Veritas-classed new arrival measures 28.8m LOA with a moulded breadth of 10m. Main engine power comes from two Caterpillar 3512 diesels with total power of 2,388kW at 1,600 rev/min, driving 2,200mm diameter propellers in nozzles. There is also a 200kW tunnel bow



thruster while auxiliary power is provided by two Caterpillar C9 generator sets. **Beluga Bremen** has a speed of 10 knots and can deliver 40 tonnes of bollard pull.

Deck equipment includes a waterfall type anchor-handling/towing winch with a 100-ton pulling force and a Mampaey 65 tons SWL towing hook. There is also a Heila HLRM 170-4S deck crane and a tugger winch.

Air conditioned accommodation for up to 10 crew members is over two decks and includes a single, en suite cabin for the captain and a mixture of single and twin cabins with shared facilities for the rest of the crew, along with a mess room/galley and laundry room.

As Beluga Projects Logistic operates mostly in low-temperature areas, the vessel is built to Ice Class 1B standard while other enhancements include the addition of two moonpools and steel protection plates for its anchor-handling operations.

Brooks M Hamilton is the second of a 15-boat order delivered to US vessel leasing company Maritime Partners by C&C Marine and Repair from its shipyard in Belle Chasse, Louisiana.

The 84ft x 34ft (25.6m x 10.4m) towboat was designed by Entech Designs, with the 3D modelling and production drawings done by **C&C Marine and Repair**’s in-house engineering department.

The inland river vessel features two Cummins QSK38-M1 main engines paired to two Reintjes WAF 665 reduction gears. The steering system HPU was provided by Rio Control and Hydraulics.

There is sleeping accommodation for six people. A soft-core joiner system, provided by Marine Interior Systems, was installed in the accommodation spaces for added comfort and safety. **John Oliver**

