

TUG & OSV DELIVERIES

transponder, sounder weather station, GPS, two radars and satellite compass. Simrad provided the autopilot and gyrocompass.

The new vessel, which is protected by Schuyler double loop fendering, has a maximum free-running speed of 14 knots but Jensen suggest that an economic cruising

speed would be in the region of 10 knots. It has tank capacities to carry 390m³ of fuel oil, 28m³ of fresh water, 5m³ of lube oil and 8.5m³ of hydraulic oil.

Shaver Transportation was founded by George W Shaver in 1880, and is still owned and managed by the family. Harry Shaver

serves as chairman while son, Steve Shaver, is president. Harry's daughter, Samantha Shaver, after whom the new vessel is named, is a member of the board. With a fleet of 10 tugs and 16 barges, the company provides ship assist, grain barging and harbour/speciality towing services. **AS**



The co-operation between Robert Allan Ltd and Cheoy Lee dates back to 2003, with the construction of the first of the Z-Tech® series tugs for PSA Marine. Since that time the two companies have developed a close and co-operative working relationship, providing high quality custom-tailored tugs for the international market. The Hong Kong headquartered company has built well over 100 tugs to designs by the Vancouver-based tug design specialists.

A 100-year-old company still run by the same family, Cheoy Lee was originally formed in Shanghai, China, but it moved to the then British colony of Hong Kong in 1936.

The new RAmports 2500-CL is the latest Cheoy Lee-specific design by Robert Allan Ltd and is an evolution of the designer's successful RAmports 2500-W, and allows for a variety of options according to the client's requirements. Options include propulsion packages for up to 70 tonnes bollard pull, an aft winch, fire-fighting systems up to FiFi1 and a variety of MLC 2006-compliant accommodation layouts. The standard accommodation houses a crew of eight.

The first unit sold of this model is to PrimePort Timaru in New Zealand. It has been named *Hinewai*, which means 'water maiden' in the Maori language. The vessel

'Water maiden' completes a 30-day journey to new home

is fitted with twin Caterpillar 3516C diesels, each developing 2,500hp, driving Schottel type SRP 430 Rudderpropellers with 2,400mm diameter propellers. Caterpillar also provided two C4.4 generator sets, each of 86kW.

On sea trials the vessel easily attained the required bollard pull of 60 tonnes both ahead and astern. Indeed, a bollard pull ahead of 63.9 tonnes and a free-running speed of over 13 knots were actually achieved. The tug, which was completed in late 2018, was successfully delivered under its own power to New Zealand by a Redwise crew comprising both Netherlands and Indonesian personnel. The voyage took 30 days.

The hull and skeg of the RAmports 2500-CL have evolved to provide improved manoeuvring and side-stepping capabilities. The hull form has been optimised for maximum thrust and bollard pull, while maintaining excellent manoeuvring and sea-keeping. A half-raised forecastle deck helps to keep the working deck safe and dry, while

a gently rounded deck line in plan ensures that the tug can safely and easily come alongside and remove itself from an attended ship at speed. Most importantly, the characteristic double chine stern, unique to all Robert Allan Ltd designs, ensures that the tug can run astern at higher speeds and maintain good control and directional stability.

Rule length has been kept less than the 24m loadline and tonnage convention limits, yet the design has been optimised for maximum hull volume.

Considering the vessel's compact overall dimensions – 25.4m LOA x 11.8m beam x 4.8m draft – there is ample accommodation space for the crew. This comprises two generous en suite cabins in the deck house alongside separate galley and mess/lounge room. Stairs down lead to three twin-berth crew rooms, all with wash basins and adjoining a communal shower and head room with two of everything.

The main component of the deck machinery is a MacGregor combined anchor windlass

and towing winch on the forward deck. The winch has capacity for two 105m lengths of 104mm diameter polypropylene rope. The brake holding load is 150 tonnes. Other items include an electro-hydraulic Palfinger type PK12000MB deck crane with three-section

hydraulic extension. It has a 10m maximum reach. There is also a tow hook on the aft deck of Chinese manufacture.

Built to Lloyd's Register class with the notation ✱ 100A1 Tug, ✱ LMC, UMS, ✱ IWS for Unrestricted Service, *Hinewai* has on

board tank capacities for 91m³ of fuel and 11m³ of potable water.

Located on the eastern Pacific coast of South Island, Timaru is a port city some 157km southwest of Christchurch. It is one of the major ports of South Island. AS

Safe and cost-efficient transportation option

Specialist fast craft designer, Incat Crowther, has announced that *Libby L McCall*, the third of a new class of monohull support vessels, has been delivered to Seacor Marine. All the vessels, including a fourth under construction, are for operation in the US.

Constructed at Gulf Craft's facility in Franklin, Louisiana, US, the vessel is capable of conveying 46 passengers and a crew of 16 in spacious reclining seating – described as 'business class' – at speeds up to 38 knots, thanks to a propulsion plant system comprising five main engines coupled to waterjets.

Measuring 59.1m x 9.8m with a hull draft of 2.8m, the marine grade aluminium vessel is powered by a quintet of Cummins QSK60 diesel engines each developing 2,680bhp at 1,900 rev/min. These EPA Tier 3-compliant engines are coupled via Twin Disc MGX 61500 SC gearboxes to five Hamilton type HT810 waterjets. The designers point out that the propulsion system features redundancy to mitigate against downtime or loss of functionality due to mechanical complications.

This new class of monohull fast support vessels (FSVs) for Seacor continues a longstanding association between owner, builder and designer and is claimed to advance the traditional OSV model offering a more cost-efficient, comfortable, flexible, and safe option to helicopter transportation. The basic design has option for accommodation for up to 125 passengers depending on the level of seating comfort required. In this vessel, Seacor has opted for some 46 seats in a passenger lounge along with full internet connectivity, a well-equipped snack bar area and feature LED lighting. The vessel's crew



accommodation area includes cabins in a mixture of both twin and three-berth cabins for 16 crew, along with a large galley and mess area plus walk-in pantry.

Electrical power is derived from three Cummins QSM11 generator sets, each producing 290ekW. Offshore station-keeping and dockside manoeuvrability are enabled by three Thrustmaster 30TT200 bow thrusters, each of 200hp. Station keeping is enhanced through a Kongsberg DP-21 system providing Class 2 capability with three references.

Additional equipment includes two FFS 250 x 350 XP fire-fighting pumps, driven off two of the main engines, feeding FFS remote-controlled monitors rated for Class 1 capacity, a Naiad Dynamics interceptor active ride control system for optimal passenger and crew comfort during transit.

A fully redundant Technicold chilled water air conditioning and heating system, as well as a pair of Headhunter marine sanitation devices to help ensure *Libby L McCall* can remain environmentally-friendly at all times.

Custom-designed gangways are provided on each side of the vessel to provide safe boarding access for crew and passengers.

Libby L McCall has tanks to accommodate 61m³ of ship's fuel oil and 175m³ of cargo fuel oil, together with 21m³ of potable water. Some 305 tonnes of deck cargo can be carried on the aft clear deck area which amounts to 280m². It has a Clearspray dispersant spray system.

The wheelhouse features a Coastal Explorer chart plotter, two Furuno radars and an AIS, GMDSS, Bridge Watch system and Navtex, all by Furuno, alongside a Simrad AP70 autopilot.

The vessel is certified by the USCG under Subchapters T (Small Passenger Vessels), L (Offshore Supply Vessels) and I (Industrial Vessels) and is classed by ABS as a High-Speed Craft with DP-2 and Fire-Fighting Capability notations.

Since 1965, Gulf Craft LLC, not to be confused with a UAE-based company of the same name, has remained a leading provider of custom-built aluminium boats for commercial use. It is one of the US's leading family owned and operated companies in the aluminium commercial vessel field covering a diverse range of demanding applications.

Gulf Craft LLC has partnered with one of the world's most experienced groups, Incat Crowther of Sydney, Australia, to be the only licensed Gulf of Mexico builder of Incat Crowther's quality designed high-speed passenger and crew vessels. Headquartered in a suburb of Sydney, Australia, and specialising in marine engineering design, it also has offices in Lafayette, Louisiana, US, and Winchester, UK.

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