

# Tug Newsletter

all about tugs



On 3 May, 2024, the Norwegian tug VIVAX arrived at Rotterdam after completing a rig move in the Irish Sea.

The tug dates from 2008 when she was delivered by Sanmar Denizcilik Makina ve Tic. Ltd.Sti – Sanmar for short. The standard Robert Allan RAmports 3200 design was upgraded due to specific demands by owner Østensjø designated Sanmar Eskort 80 by the builders.

The upgrade came about because Østensjø needed an 80 tbp terminal tug with free running speed of over 13 knots. The vessel needed to be multi-purpose, suitable for shiphandling, long-range towing, escort work, fire-fighting and oil-spill response. The tug was to be stationed in northwestern Norway for a minimum of seven years providing escorting and shiphandling services for tankers at the Nyhamnna terminal operated by Shell Norway.

Dimensions are 33,10 m (loa) / 32,00 m (hull) x 12,00 / 12,60 m x 5,35 m. Draught is 4,28 m on summer loadline; maximum operational draught is 6,10 m. The double

chine hull is designed to allow optimum water flow to the props over the operating range of the tug. The hull is constructed with a long box keel while the forward skeg enhances the vessel's handling characteristics when operating in the indirect mode. It also increases the steering forces generated during escort operations.

Fendering of the semi-raised forecastle was designed to optimize push-pull operations. It comprises an arrangement of vertical-mounted rectangular blocks and horizontal cylindrical fendering.

Main engines are two Wärtsilä 8L-26 totalling 6.522 bhp (4.800 kW) at a maximum continuous rating of 1.000rpm. The exhaust system silencers are equipped with spark arrestors. Propulsion units are twin Rolls Royce US-255 with four-blade controllable pitch propellers of 2.800mm diameter. Maximum bollard pull during trials was over 80 tonnes ahead. Maximum free running speed exceeded requirements at over 14 knots. The same speed was achieved running astern. Manoeuvrability is further enhanced by

the installation of a 250 bhp transverse bow thruster.



Workdeck VIVAX

photo: Sanmar





Schottel production plant Dörth in 2015

photos: Job van Eijk

The FFS fire-fighting system is fed by two pumps driven by the main engines via Kumera step up gearboxes. Tank capacity includes 195 m<sup>3</sup> of fuel oil, 38 m<sup>3</sup> of fresh water, 18 m<sup>3</sup> of foam compound and 126 m<sup>3</sup> of recovered oil.

The aft winch is a Rolls-Royce Marine twin-drum dual-purpose winch with automatic spooling gear, designed for general towage

duties (such as distance towing) and for anchor-handling. Maximum brake is 175 tonnes, line pull is 40 tonnes at 12 m / min or 8 tonnes at 64 m / min. The drums can each hold a maximum of 950 m x 52 mm towing wire. Aft of the winch a double towing fairlead is fitted. The aft deck further holds a Karmoy tugger winch and hydraulically-operated Karmoy tow pins. At the aft end of the towing deck is a 1000 mm

diameter stern roller facilitating anchor-handling work. The deck lay-out allows for three 20' containers to be carried.

The forward winch is a single-drum Rolls-Royce Marine towing / anchor winch. The towing drum has a brake of 200 tonnes and a 50-tonnes line pull with self-tensioning capacity. For escort purposes a maximum braking force of 100 tonnes was calculated.

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VIVAX is equipped to FiFi I standard. Remote-controlled FFS Fire Systems water / foam monitors are fitted on an elevated platform above top-deck level. In addition a self-protecting water curtain installation has been fitted around the hull and superstructure.

photo: R.& F. van der Hoek



SEA OULOS

photo: Seacontractors

### Schottel adds logistics centre

With orders for thruster systems on the up Schottel decided to extend its facilities at Dörth, Germany.

For 2024 production at Dörth is expected to deliver over 350 large and small thrusters in Dörth in 2024. With the orders for the Wismar plant, more than 500 propulsion systems are on the order books with delivery dates until the end of December. In addition, there is a growing demand for spare parts in after sales: around 10.000 ships worldwide are fitted with Schottel propulsion. In future, customers will benefit from a significantly higher availability of spare parts for these thrusters.

In Dörth a logistics center measuring around 4.000 m<sup>2</sup> will be added to the facilities. The total investment volume amounts to 9.5 million euros.

Construction work is on schedule - columns and the first exterior walls give an impression of the volume of the 2.634 m<sup>2</sup> industrial floor space. An efficiently designed incoming goods processing system, crane systems and a fully automated warehouse will provide state-of-the-art warehouse logistics. The foundations for the adjoining office wing with 1.326 m<sup>2</sup> of

usable space are currently being laid and construction of the three-storey building is due to start. Regular operations are expected to commence in the first half of 2025 once the building has been accepted and operational facilities have been installed. This will merge the currently double warehouse logistics of goods for the production of new thrusters in Dörth with those of the spare parts business from Spay, 30 km apart.

The new building will meet very high criteria for sustainable construction in accordance with ESG specifications. This refers to environmental, social and responsible corporate management. Regarding the shell and technology of the new building, the industrial insulation, heat pump technology and heat recovery system are all part of a high-quality sustainability concept. The statics of the new roof will be designed to hold a photovoltaic system. This will further increase the 700.000 kWh of energy generated each year on the existing building. About half of the suppliers for the new building will come from the local region, strengthening the local economy.

### “Sea Olous”

is the latest addition to the Sea Contractors fleet. The Eurocarrier 2611 is equipped with two powerful Heila deck cranes. Bollard Pull is 33,9 tonnes. Draft is 2,61 m allowing the vessel to operate in shallow waters.

Sea Olous is powered by Tier III main engines, ensuring compliance with stringent emissions standards. The vessel also carries the ULEV - Ultra-Low Emission Vessels - notation. This notation - certified by Bureau Veritas - confirms that existing MARPOL requirements are surpassed through the integration of advanced air emission control technology onboard.

This includes limiting harmful pollutant emissions and reducing the environmental impact, preparing to meet upcoming national and international environmental legislation and demonstrating a strong commitment to protecting the marine environment.

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