

Callais Offshore LLC, also of Golden Meadow.

"This boat will be fully SOLAS," said Dubroc, "which means it will be capable of working anywhere in the world."

Tankage for the OSV includes 6,000 cu. ft. of bulk mud in six 1,000-cu-ft. tanks; 2,350 bbls. liquid mud; and 98,000 gals. fuel.

The *Arthur A. Foret* is the seventh vessel of its class that Master Boat has delivered to Abdon Callais. This boat, however, has something the others don't. "This one is the first full ABS-classed DP-2 vessel of the seven," said Dubroc.

The boat has a capacity of up to 40 passengers and crew, with berths for 20.

Two Caterpillar 3512 diesel engines, producing 1,500 hp at 1,600 rpm each, provide the boat with its main propulsion. The Cats connect to Rolls-Royce Hung Chin 80"x66", 5-bladed bronze propellers through Twin Disc MGX-5600 marine gears with 5:1 reduction ratios. The boat's running speed at sea trials was 12 knots light and 11 knots loaded.

Added maneuverability for the vessel is the responsibility of three **Schottel** STT-170 thrusters — driven by 450-hp electric motors through frequency drives.

Gulf Air & Hydraulics supplied the **Jastram** split-rudder steering system, **Kongsberg** manufactured the DP system, and **New World Electronics** handled the electronics suite.

The new OSV is ABS classed, under 100 GT, AMS, DPS-2, U.S. Coast Guard certified, Subchapter L. The *Arthur A. Foret* was delivered in July.

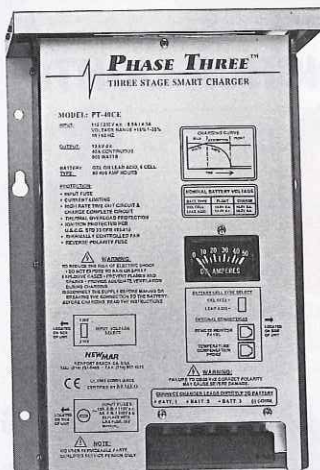
— Ken Hocke

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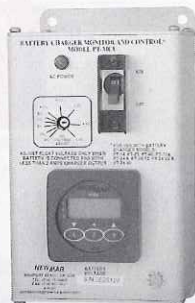
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Great Lakes Shipyard delivers new tug for Honduras port

In early September, the 2,800-hp tug *Harry Brautigam* left Cleveland bound for its new home in Honduras.

Built by **Great Lakes Shipyard**, it's the first tug constructed at a U.S. shipyard on the Great Lakes for foreign buyers. The *Harry Brautigam* was delivered to **Empresa Nacional Portuaria** and will operate out of Puerto Cortes, Honduras. ENP, which is run by the Honduran government, also operates ports in La Ceiba and Puerto Castilla.

The *Harry Brautigam* is the second "Handysize" tug the shipyard has completed, and the second tug built at the yard since 1931. The first, the *Handy-One*, was delivered in the spring and is currently being used by **The Great Lakes Group**, the shipyard's parent, to show to potential buyers. The company describes the Handysize tug design as being "just the right size, just the right power, environmentally sound, fuel efficient and versatile enough to accomplish most tug jobs at the lowest

possible operating cost.”

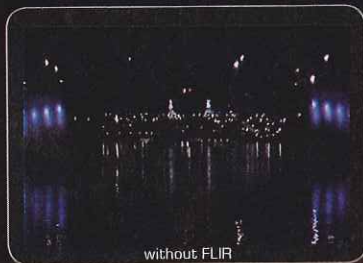
The 74'x30'x13'3" tug, designed by **Jensen Maritime Consultants**, Seattle, is built to ABS ice-class hull standards for sturdiness and icebreaking, with 1/2" steel and tighter framing in the bow and stern. The tug is powered by a pair of 1,400-hp **Cummins QSK 38** main engines. The engines turn 72"x75" Kaplan-type 4-bladed **Rice Aqualloy** props — inside Type 37 stainless steel lined Kort nozzles

Great Lakes Shipyard



The Handysize tug **Harry Brautigam** is the first tug built in Cleveland for overseas buyers.

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from **Custom Nozzle Fabricators** — through a pair of **Twin Disc MG-540** gears with 5.17:1 ratios. The setup gives the tug a bollard pull of 35 to 40 tons and a 12-knot free running speed.

The new tug is virtually identical to the *Handy-One* except it has an additional 1,000-gpm fire monitor, a forward capstan, and is classed **Lloyd's A1 Tug LMC**.

“It is designed to be the perfect harbor tug, and can handle 90 percent of all towing jobs with less crew,” said Will Convery, the shipyard’s sales and marketing manager. “People that came here and rode it were impressed with the quality and maneuverability of the tug.”

Shipyard officials have been pleasantly surprised by the interest in the new tug design from overseas operators. The weak dollar has helped, making U.S.-built tugs more price competitive with tugs built in The Netherlands, Turkey and other countries. “We are emboldened by the foreign interest in this boat [design],” said Ronald C. Rasmus, president of the Great Lakes Group. “It is in the quality, and there is a real market need for it.”

Rasmus was referring to studies that show that there are over 1,500 U.S. tugs over 30 years old in the 2,000- to 3,000-hp range that will need to be replaced in the next couple of years.

“When everyone was building 4,000-horsepower tugs, why should we build more?” Rasmus asked. “What was the underserved market? It was under 4,000 horsepower. We looked at this underserved market and how far we could take it.” — *David Krapf* **WB**