

FUEL CELLS GET THEIR SEA LEGS

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Shipyards look for a **BIG LIFT**

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LNG ESCORT TUG FOR BOSTON TOWING

Other small shipyards have been working off the backlogs they built up over the last few years. Last month, Derecktor Shipyards, Bridgeport, Conn., launched the 128.4-ft. tug, *Independence* for Boston Towing and Transportation, East Boston, Mass., a subsidiary of the Reinauer Companies. Designed by Robert Allan Ltd., the *Independence* is 128 ft 4 inches x 44 ft 4 inches, with a 16-foot draft. When delivered, the *Independence* will be based in Gloucester, Mass., under a long-term contract with Neptune LNG, an affiliate of SUEZ LNG North America. The LNG escort tug incorporates controllable pitch propellers with the 5,400 hp Rolls-Royce CPP-255 Z-drives, the first application of its type in the United States. This allows the FIFI Class one fire pumps to be driven off the 16V400 MTU M61 main diesel engines, providing a great deal of weight and cost savings by eliminating the fire pump engines found on other FIFI class one vessels.

CROWLEY CLEARS THE AIR WITH TUG REPOWERS

Crowley Maritime recently took delivery of its harbor class tug *Leader*, following an extensive repowering of the vessel's main engines and generators at Bay Ship & Yacht Co., San Francisco, Calif.

The repower project, the first of four Crowley tug engine replacements that will be performed by Bay Ship & Yacht, will help reduce emissions and lessen overall environmental impact and is part of a larger Port of Los Angeles emissions and air quality initiative requiring vessel operators to upgrade their engines to be



Boston Towing's LNG escort tug *Independence* was recently launched at Derecktor Shipyards in Bridgeport, Conn.