

**Shipyard De Hoop deliver first of series tugs  
to Caspian Offshore Constructions / Blue Water**

With the handover of yard number 481, named *Kabanbay Batyr*, Shipyard De Hoop commenced the delivery of six tugs to Caspian Offshore Constructions. This first vessel in the series was handed over to BlueWater on completion of very successful sea/river trials at the end of March and immediately began her maiden trip - sailing by sea in the direction of Kazakhstan. In succession to this, yard number 482, *Karasay Batyr*, went on sea trials on the ninth of April and is expected to depart to Kazakhstan soon after that. The remaining four tugboats will be delivered consecutively, at regular intervals, with the final handover in June 2018. The series of six are of two different (De Hoop in-house) custom ice-classed designs - four larger and two smaller. *Kabanbay Batyr* and *Karasay Batyr* are the first of the larger tugs (29.15 x 10.73m), featuring azimuthing stern drive propulsion units and a bollard pull of 42t; their primary task is to assist with the 'straight-line' transport of components and supporting equipment to the Tengiz Oilfield. The two smaller vessels (24.80 x 10.73m) also accommodate azimuthing stern drives, but have the additional provision of a bow thruster and feature a bollard pull of 30t. They will be assigned as harbour tugs and will predominantly be assisting during precise manoeuvring actions. Both designs are characterised by a special hull, with a shallow draught and large diameter propellers. The four larger ships are being built at the headquarters in Lobith, whilst the smaller two are erected at the Foxhol facilities.

The order was granted to De Hoop last year, after which the design, engineering and construction had to start immediately, due to the very short lead-time. The tugs are intended for the TCO (Tengizchevroil, an amalgamation of Tengiz Chevron Oil) project of Caspian Offshore Constructions (COC) for the further development of the Tengiz Oilfield. The tugs will primarily be tasked to assist with the transportation of offshore platform components, barges and vessels, along a 75km long channel - through the shallow waters of the Caspian Sea - to the offloading facilities at Prorva. They will provide further support inside the offloading facility, with other port-related work, to ensure all cargo will be delivered in a safe and efficient way. Due to the special requirements for operating in the CaTRo (cargo transportation route) channel and at the offloading facilities in Prorva, Dutch offshore tycoons, Van Oord and Blue Water Shipping, play a prominent role in providing material and equipment to the consortium (approximately 250 modules in total, with average footprint of 30 x 30m). As such, these six tugs are a vital part of the entire logistical set-up in the CaTRo and at Prorva.

Shipyard De Hoop's relationship with COC already dates back to 2006, when they built their first shallow-draught tugs, *Iskander* and *Alpamys* - also intended for the Caspian Sea and Kazakhstan. As an extremely satisfied client, COC came back to De Hoop with the implementation of the integrated Future Growth Project / Wellhead Pressure Management Project (FGP-WPMP) - designed to further increase total daily production from the Tengiz reservoir and maximise the ultimate recovery of resources. Yet again, the knowledge and experience of the yard was called upon to develop custom designs dedicated to this specific project, with its complex and comprehensive logistics.

With these designs, Shipyard De Hoop has focused on developing reliable and economic vessels, with a high level of comfort for the crew, yet low in OPERating EXPenses (OPEX). While *Kabanbay Batyr* and her sisters each provide night accommodation for a total of nine crewmembers, the harbour tugs can accommodate ten people. In this series, De Hoop's knowledge and experience of luxury cruise vessels is reflected in the high standard of accommodation, including low noise and vibration levels to enhance the comfort of the crew. As a result of the design of the vessel and its propulsion configuration, in combination with a sophisticated insulation (floating interior!) and climate control system, pleasantly low sound levels are achieved.

### **Design brief**

- Powerful bollard pull
- Highly manoeuvrable
- Reliable
- Pleasantly comfortable for crew
- Low OPEX
- Shallow draught
- Ice-class

### **ASD tugs – YN 481 u/i 484**

Using two Mitsubishi S16R-MPTAW-2 main engines, rated at 1650rpm and providing 1380kW, the ship can achieve a service speed of 12,8 knots. The economical speed lies just above ten knots, greatly exceeding the six or seven knots maximum on competing ships. The engines directly drive two Schottel SRp 360FP rudder propellers with ‘nozzled’ propellers. These main thrusters are slightly recessed, limiting the minimum operational draught to only 2.80 metres.

The auxiliary equipment consists of two Veth 116kW (at 1500rpm) generator sets, with Sisu 49 CTAG (C0201) diesel engines.

The deck equipment, on the 80 square metre deck area, includes a Sormec FB series fully hydraulic foldable knuckle boom marine crane with a telescopically extendable boom for three metrical tons at an outreach of ten metres. Aft deck accommodates a Kraaijeveld towing winch and a crucifix bollard for 45 ton pulling force, combined with a Mampaey quick-release towing hook. Foredeck features a 15-ton crucifix, as well as two Kraaijeveld barge coupling winches and a Kraaijeveld anchor winch.

Besides the crew cabins, the accommodation consists of a changing room with separate sanitary spaces, laundry, galley, mess room and cooled/dry storages.

### **Harbour tugs – YN 485 & 486**

Using two Mitsubishi S12R-MPTAW-2 main engines, rated at 1650 rpm and providing 1040kW, the ship can achieve a service speed of 12.5 knots. The engines directly drive two Schottel SRP 340 FP rudder propellers with ‘nozzled’ propellers. These main thrusters are also slightly recessed, limiting the minimum operational draught to only 2.80 metres.

The auxiliary equipment consists of two Veth 116kW (at 1500rpm) generator sets, with SisuDiesel 49 CTAG C0201) diesel engines.

The deck equipment, on the 70 square metres deck area, includes a Sormec FB series fully hydraulic foldable knuckle boom marine crane suitable for three metrical tons at an outreach of ten metres. Aft deck accommodates a Mampaey quick release towing hook and a crucifix bollard for 45 ton pulling force. Foredeck features a 30-ton combined Kraaijeveld anchor/towing winch.

As well as the crew cabins, the accommodation consists of a changing room with separate sanitary spaces, laundry, galley, mess room and cooled/dry storages.

**Fun facts**

'Batyr' is an honorific term meaning 'brave warrior' in the Kazakh language.

Kabanbay was one of the Kazakh warrior commanders who participated in the fight against Jungar invaders. Karasay was also a famous batyr leader who contributed in the wars with Dzhungars in the XVII century and participated in the Orbulak battle.

Like Kabanbay Batyr and Karasay Batyr, all six vessels are named after famous Kazakh warriors.

Yard number 485 and 486 are the smallest vessels ever built at Shipyard De Hoop.

**Data summary**

<b><u>Principal particulars</u></b>	<b><u>Harbour tugs</u></b>	<b><u>ASD tugs</u></b>
Length, over all	24.80m	29.15m
Length , moulded	22.60m	26.86m
Length , between perpendiculars	23.20m	27.42m
Beam, over all	10.73m	10.73m
Beam, moulded	10.00m	10.00m
Depth	4.60m	4.60m
Draught, design	2.80m	2.80m
Propulsion power	2x 1040kW	2x 1380kW
Bow thruster power	1x 70kW	N.A.
Bollard pull	30t	42t
Speed, max	12.5kts	12.8kts
GT	269 gt	336gt
<b><u>Compliment</u></b>		
Twin-berth cabins	5x 2	3x 2
Single-berth cabins	N.A.	3x 1
<b><u>Tank Capacities</u></b>		
Fuel oil	50t	80t
Fresh water	22t	25t
Sewage	20t	25t
<b><u>Yard numbers / IMO / Names</u></b>		
481 - 9841031		Kabanbay Batyr
482 - 9841043		Karasay Batyr
483 - 9841055		Bogenbay Batyr
484 - 9841067		Raiymbek Batyr
485 - 9841079	Naurzybay Batyr	
486 - 9841081	Otegen Batyr	

### **ABOUT SHIPYARD DE HOOP**

Shipyard De Hoop is a successful Dutch designer, engineer and builder of custom-built vessels. Each and every ship built is unique and built in-house, with customisation exceeding standard processes. De Hoop has a positive approach to trends and developments in the industry, allowing them to quickly embrace change and even anticipate future developments.

Shipyard De Hoop is a medium-sized shipyard headquartered in Lobith, in the east of the country, with 250 to 500 employees depending on the workload. The yard offers slipway facilities for vessels up to 200 metres length and has a combined quay length of 450 metres locally - and a further 200m in the Rotterdam harbour area - available for outfitting.

Shipyard De Hoop has an impressive track record in designing and constructing custom-built ships. This comprises both seagoing vessels and inland vessels, including river cruise vessels and passenger vessels, as well as high-end work and accommodation vessels for the offshore industry and renewables markets. Having their own design and engineering department, together with all other disciplines (not only hull building but also prefabrication, carpentry/interior manufacturing, installation facilities, piping, etc.) allows them to build a complete 'turn-key' ship. The company is characterised by its flexibility and quality, whilst simultaneously offering fast delivery dates.

Shipyard De Hoop will celebrate its 130th anniversary with the turn of the year from 2018 to 2019.

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