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FIRST TUGS DELIVERED TO
CASPIAN OFFSHORE CONSTRUCTIONS

Kabanbay Batyr & Karasay Batyr

Launching of Karasay Batyr
at De Hoop Shipyard's
headquarters in Lobith.

All photos courtesy of De Hoop Shipyard

WITH THE HANDOVER OF KABANBAY BATYR, SHIPYARD DE HOOP COMMENCED THE DELIVERY OF SIX TUGS TO CASPIAN OFFSHORE CONSTRUCTIONS. AFTER successfully completing sea and river trials at the end of March, Kabanbay Batyr was handed over to Blue Water and immediately began her maiden sea voyage to Kazakhstan.

Shipyard De Hoop

Shipyard De Hoop is a successful Dutch designer, engineer, and builder of custom-built vessels. The company has a medium-sized shipyard headquartered in Lobith, in the east of the Netherlands, with 250 to 500 employees depending on the workload. The yard offers slipway facilities for vessels up to 200m in length and locally has a combined quay length of 450m – and another 200m in the Rotterdam harbour area – available for outfitting.

Shipyard De Hoop has an impressive track record in designing and constructing custom-built ships, comprising seagoing and inland vessels, river cruise and passenger vessels, as well as high-end work and accommodation vessels for the offshore industry and renewables market. With its own design and engineering department, the company is able to build a complete 'turn-key' ship. Shipyard De Hoop will celebrate its 130th anniversary on New Year's Eve of this year.



Sister vessels Karasay Batyr and Bogenbay Batyr followed suit, with sea trials commencing in April and May respectively and departure to Kazakhstan shortly after. The remaining three tugboats in the series will be consecutively delivered at regular intervals, with the final handover taking place in June 2018.

Kazakh Warriors

All six vessels are named after famous Kazakh warriors. '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, while Karasay, another famous batyr leader, contributed in the wars with Dzhungars in the 17th century and participated in the Orbulak battle.

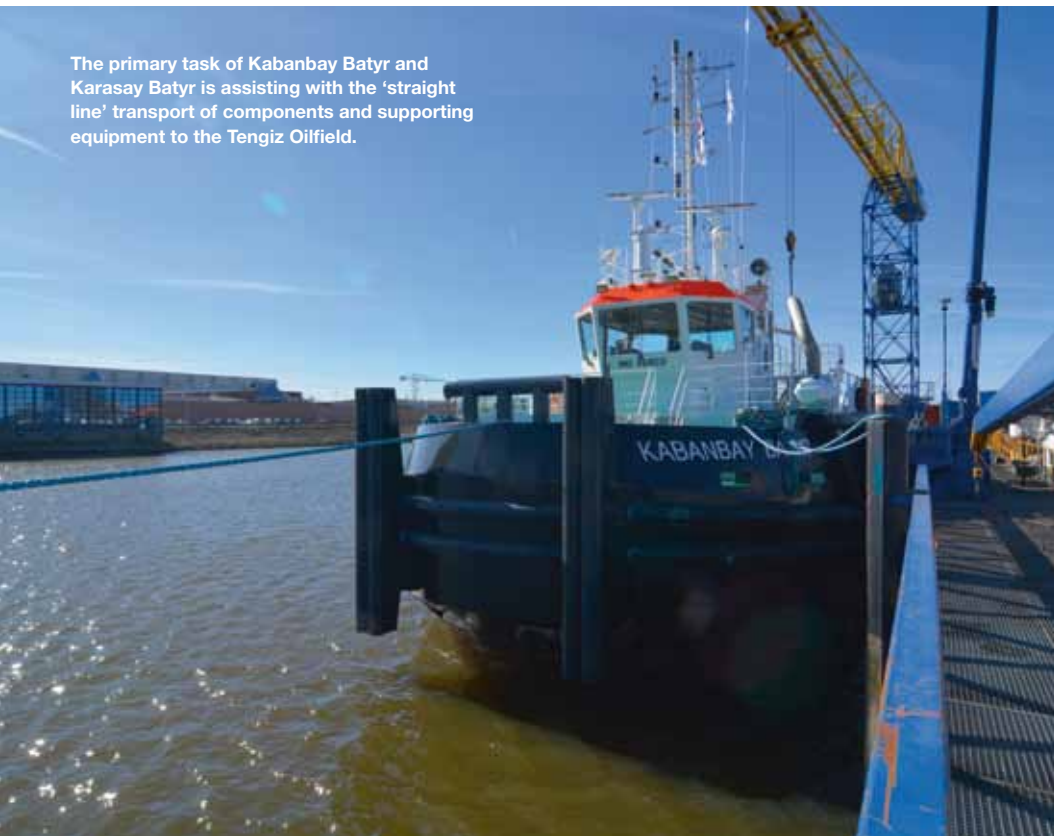
Six Tugs, Two Designs

The series of six consists of four larger tugs and two smaller ones, built after two different (De Hoop in-house) custom ice-classed designs. Kabanbay Batyr, Karasay

Batyr and Bogenbay Batyr are the first of the larger tugs, measuring 29.15m by 10.73m. The vessels feature 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, which are 24.80m by 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 >>>

The primary task of Kabanbay Batyr and Karasay Batyr is assisting with the 'straight line' transport of components and supporting equipment to the Tengiz Oilfield.



The deck equipment on the 80m² deck area of Kabanbay Batyr includes a fully hydraulic, foldable knuckle boom marine crane from the Sormec FB series, with a telescopically extendable boom.

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. Construction of the four larger ships takes place at De Hoop's headquarters in Lobith, while the smaller two are built at the company's Foxhol facilities.

Vital Link in Transport Chain

The order was granted to De Hoop last year, after which the design, engineering, and construction started immediately, due to the very short lead-time. The tugs are intended for the Tengizchevroil (an amalgamation of Tengiz Chevron Oil, or TCO) 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 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 safely and efficiently delivered. 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 an 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, which were also intended for the Caspian Sea and Kazakhstan. COC came back to De Hoop for the implementation of the integrated Future Growth Project-Wellhead Pressure Management Project (FGP-WPMP), which was designed to further increase the total daily production from the Tengiz reservoir.

Shipyard De Hoop focused on developing reliable and economic vessels with a high level of comfort for the crew, while remaining low in operating expenses (OPEX). Kabanbay Batyr and her sister ships each provide overnight accommodation for a total of nine crewmembers, while the harbour tugs accommodate ten. In this series, De Hoop's experience with luxury cruise vessels is reflected in the high standard of accommodation, including low noise and vibration levels. The vessel's design, its propulsion configuration, and a sophisticated insulation (floating interior!) and climate control system have resulted in pleasantly low sound levels.

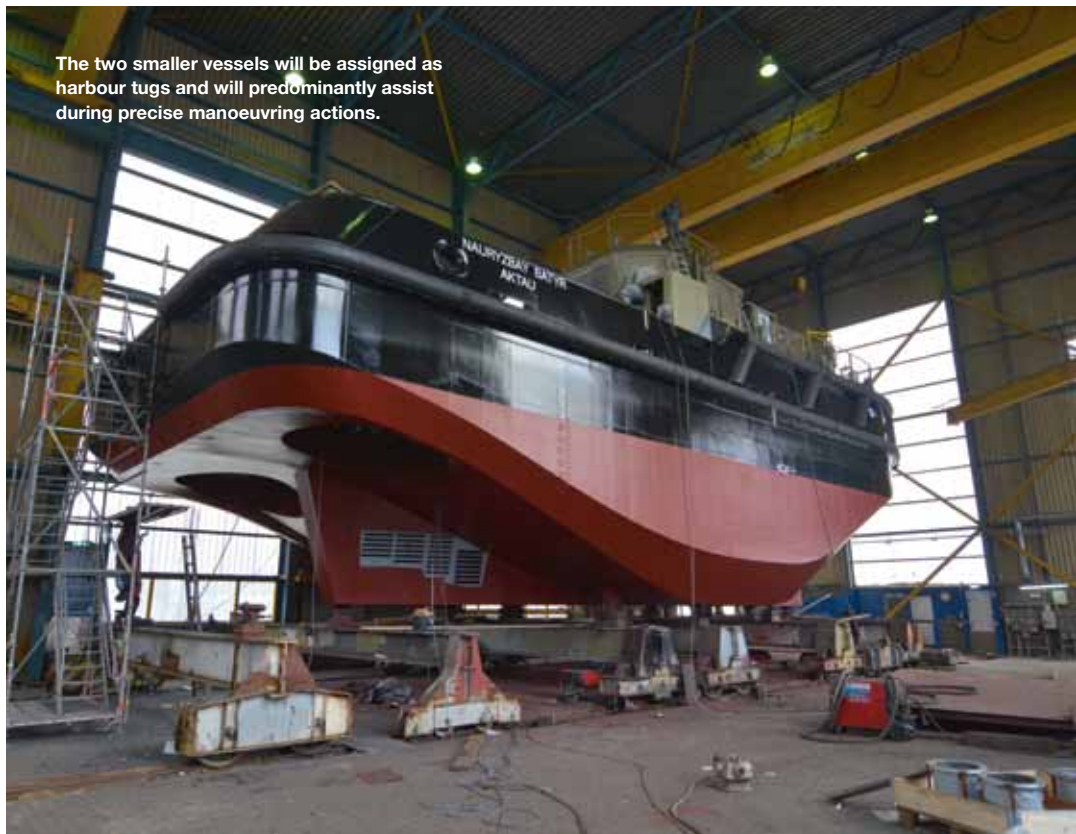
ASD Tugs – Yard Numbers 481 u/i 484

Using two Mitsubishi S16R-MPTAW-2 main engines rated at 1650rpm and providing 1380kW, Kabanbay Batyr and her sister vessels can achieve a service speed of 12.8 knots. The economical speed lies just above ten knots. 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 2.80m. The auxiliary equipment consists of two Veth 116kW (at 1500rpm) generator sets, with Sisu 49 CTAG (C0201) diesel engines. The deck equipment on the 80m² deck area includes a fully hydraulic, foldable knuckle boom marine crane from the Sormec FB series, with a telescopically extendable boom for 3MT at an outreach of 10m. The aft deck accommodates a Kraaijeveld towing winch and a crucifix bollard for 45t of pulling force, combined with a Mampaey quick-release towing hook. Foredeck features a 15t crucifix, as well as two Kraaijeveld barge coupling winches and a Kraaijeveld anchor winch.

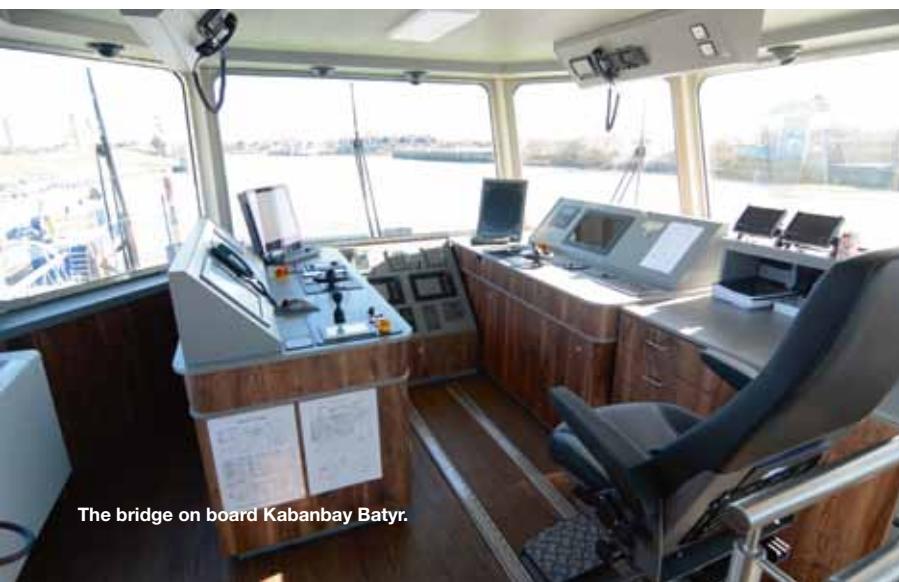
Nauryzbay Batyr, one of the smaller tugs, during construction at De Hoop Shipyard's Foxhof facilities.



The two smaller vessels will be assigned as harbour tugs and will predominantly assist during precise manoeuvring actions.



Kabanbay Batyr and Karasay Batyr (pictured) are the first of the larger tugs, measuring 29.15m by 10.73m.



The bridge on board Kabanbay Batyr.

SPECS

Principal particulars	Harbour Tugs	ASD Tugs
Overall length	24.80m	29.15m
Moulded length	22.60m	26.86m
Length between perpendiculars	23.20m	27.42m
Beam overall	10.73m	10.73m
Moulded beam	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.	12.5 knots	12.8 knots
GT	269GT	336GT

Accommodation	Harbour Tugs	ASD Tugs
Twin-berth cabins	5x 2	3x 2
Single-berth cabins	N.A.	3x 1

Tank capacities	Harbour Tugs	ASD Tugs
Fuel oil	50t	80t
Fresh water	22t	25t
Sewage	20t	25t

Yard numbers / IMO / names

481 - 9841031	Kabanbay Batyr
482 - 9841043	Karasay Batyr
483 - 9841055	Bogenbay Batyr
484 - 9841067	Raiymbek Batyr
485 - 9841079	Nauryzbay Batyr
486 - 9841081	Otegen Batyr

i. www.dehoop.net