



## Singapore yard best known for AHTS ships

Although Keppel Singmarine is still building tugs (it is currently in the midst of a series for associate Keppel Smit), AHTS vessels are the products for which the Singapore yard is becoming best known. Deliveries during the period included three 60m long vessels – two for Chuan Hup Offshore and one for Hadi H Al Hammam Establishment (HHE) – all destined for Middle Eastern operations. The latter vessel is the fifth AHTS ship to be ordered by the HHE concern from the yard since 2001.

*Jasper* and *Zircon* for Chuan Hup are practically identical sisters measuring 60.00m x 18.00m with a maximum design draft of 4.85m. A pair of MaK 6M25 main engines, each developing 1,896kW at 720 rev/min, turn Schottel CP propellers in fixed nozzles in conventional twin-screw configuration through Reintjes gearboxes with a reduction ratio of 3.033:1. According to the yard, this configuration gives a bollard pull in excess of 65 tonnes and a maximum

free-running speed of 12.5 knots. Schottel also supplied a 7.0 tonne forward tunnel thruster.

Two AVK shaft generators each give an output of 1250kVA whilst two 270kW Caterpillar and one 112.5kW Perkins



### OWNERS

(a) *Jasper* & *Zircon* - Chuan Hup Offshore. (b) *Atlantic 18* - Hadi H Al Hammam.

### BUILDER

Keppel Singmarine, Singapore.

### DIMENSIONS

Length overall	60.00m
Beam moulded	18.00m
Design draft	4.85m

### MAIN ENGINES

(a) Two MaK 6M25s each-1,896kW.  
(b) Two Yanmars, each 3,000hp.

### PROPULSION

Twin Schottel CP propellers via Reintjes gearboxes.

### PERFORMANCE

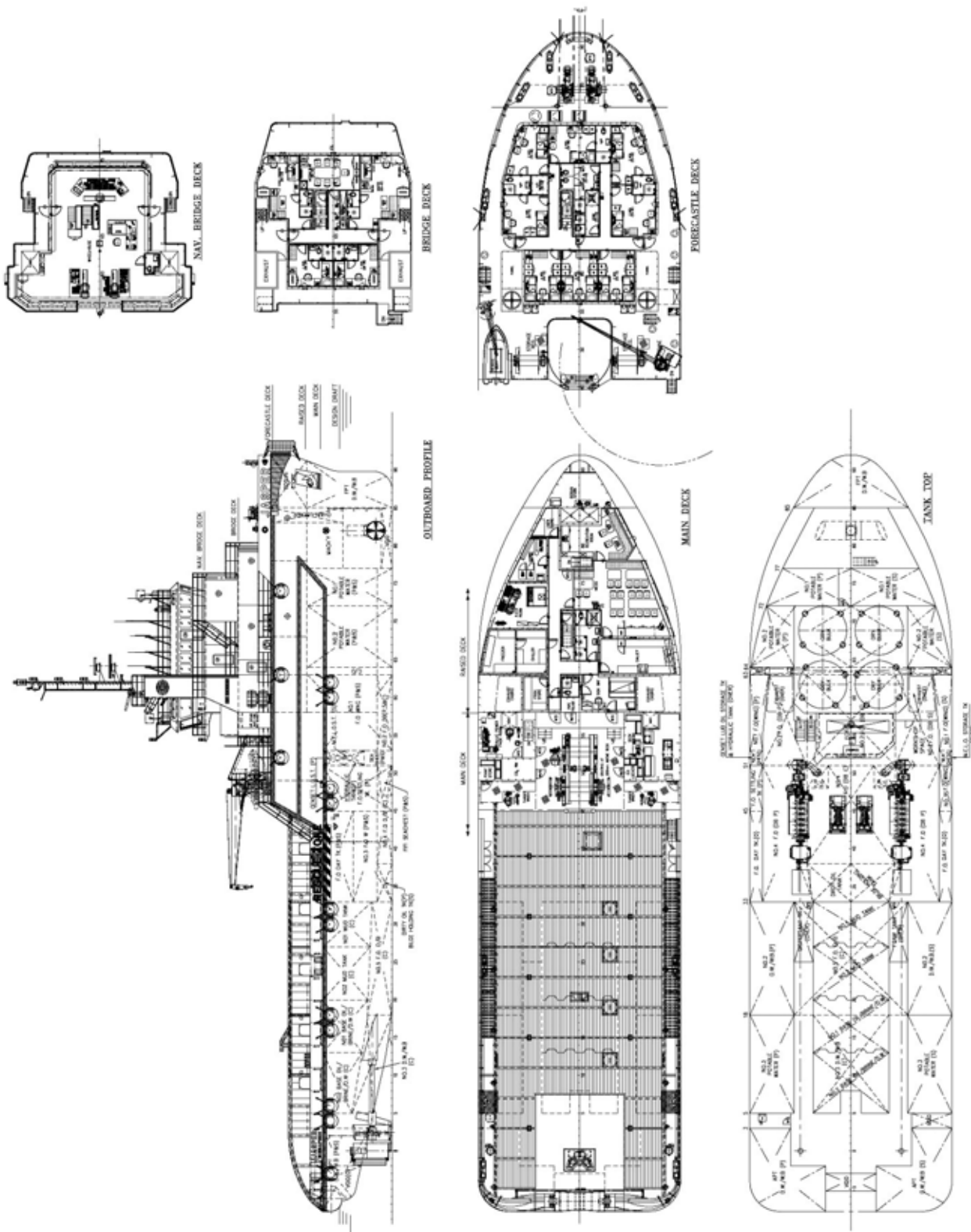
Bollard pull (design)	65 tonnes
Maximum speed	14 knots

### AUXILIARY POWER

AVK or Leroy Somer shaft generators plus Caterpillar gensets.

### EQUIPMENT

Rolls-Royce winches. Hamworthy fiifi.



*JASPER & ZIRCON (ATLANTIC 18 is similar)*

diesel driven generator sets add to the electricity supply options. Rolls-Royce Brattvaag provided both winches. The main unit is a 150-tonne electro hydraulic, double-drum, waterfall type combined towing and anchor-handling winch.

The vessels both incorporate living quarters for 26 persons and can carry 150m<sup>3</sup> of bulk cargo in four tanks, together with around 500m<sup>3</sup> each of potable water, fuel oil and drill water. In addition, 150m<sup>3</sup> of liquid mud can be accommodated.

*Atlantic 18* for HHE is very similar with an identically proportioned hull and a comparable performance but has been differently equipped. Whilst again using a conventional twin Schottel CPP arrangement, main power is provided by a pair of Yanmar 8N280m-SV diesels, each developing 3,000hp. Leroy Somer manufactured the shaft generators – two at 450kW, but only two 370kW Caterpillar sets have been fitted.

The deck machinery specifications of all three vessels seems very similar and more detailed information has been provided by the yard regarding the fire-fighting system on *Atlantic 18*. This is main engine driven via Kumera-Norgear step-up gearboxes and feeds two Hamworthy fire monitors, each of 1,200m<sup>3</sup>/hr.

TK Rajgopal, general manager of HHE, is

pleased with the latest addition to the company's fleet of offshore support vessels. "Keppel Singmarine has again delivered a quality vessel on time. Although we can get cheaper prices from other shipyards, we still like to build our vessels here because of the confidence instilled by this very professional team of people." *Atlantic 18* will be deployed

on long-term charter with Saudi Aramco, in the Arabian Gulf.

Following this, Keppel Singmarine is building another two AHTS vessels (currently referred to as H288 and H289) for the same customer. They will be equipped with a bollard pull of up to 70 tonnes, and delivery is expected in the first half of 2006.

