

SEAGOING VESSELS



Adriatic

C&C BOAT WORKS: "A VERY SATISFIED CUSTOMER"

C&C Boat Works, located in Louisiana, U.S.A. is installing Van der Velden rudder systems on a new series of four identical 164-foot Offshore Supply Vessels. The first OSV - Adriatic - will be handed over to Adriatic Marine in the summer of 2007. Kevin Strowbridge, Naval Architect at C&C Boat Works, sent this special report to Headway.

Kevin Strowbridge reports: "For a project of this importance, we carried out an extensive review of the various systems available. Ships Machinery International, Inc. (see page 19) first suggested Van der Velden rudders, supported by positive reports from other OSV owners who were pleased with the system, superior engineering and technical support they received from the Van der Velden team. The tremendous benefits gained in manoeuvring and dynamic positioning were another decisive factor in our choice.

The complete manoeuvring packages for seagoing vessels includes rudders (high-lift Van der Velden® MASTER rudder (FRA-HDS - Fish tail), Van der Velden® ATLANTIC rudder (XRA/NRA), BARKE® rudder (BRA), Timon rudder (TRA), Van der Velden ART™ rudder), rudder trunks, streamline bodies, BARKE® RAM-type steering gear (incl. foundations), BARKE® rotary vane steering gear, steerable nozzles and the EPS™ thruster.

The rudder system Van der Velden designed for our vessels allows for a 65-degree rudder angle, 20 degrees more than common rudders. This will significantly improve manoeuvrability and shorten the turning radius. The system is designed to operate independently port and starboard. As well as providing the inherent safety benefits of a steering system that is its own backup, the independence of the rudder operation brings dynamic positioning to a whole new level.

When used in conjunction with the vessel's bow thruster, the OSV can maintain its position at an offshore platform without the wild power fluctuations experienced as the Dynamic Positioning system constantly adjusts engine power to compensate for wind and current. This lengthens the maintenance interval and extends the life for the major machinery, thus reducing the lifetime cost of the vessel.

The customised rudder design has a soft patch with a tunnel through the rudder. Should the vessel's shaft need removing, the patch can be removed so the shaft can pass through the rudder. This means that the rudders do not have to be removed in order to remove the shafts, reducing expensive dry docking time.

We have enjoyed working with Van der Velden Marine Systems. Despite the physical distance between our yard and Europe, the communication and interaction has been as if the Van der Velden's team was located next door. They always respond quickly to field application, engineering, and regulatory body questions, indicating that Van der Velden is dedicated to its customers and full square behind its products.

Having built several OSV's with the Van der Velden rudder system, and with more in the pipeline, you can say that we are a very satisfied customer!" concludes Strowbridge. ⚓



Rudder Adriatic