

Top design team for new offshore terminal tugs

NSW-BASED Lightning Naval Architecture (LNA) has brought together an experienced team to develop an offshore terminal tug design capable of delivering on a demanding set of requirements.

Leading the team is LNA design director Hans Stevelt, who has delivered design packages for many large commercial vessels including offshore diving support vessels and container vessels that range in size from 700 to 2800 twenty-foot equivalent units (TEU).

Commercial Marine Design principal Noel Riley has delivered design packages for many escort tugs for Pilbara Harbour Services during his career and has been appointed as the senior ship design adviser.

Former BHP Billiton marine manager David Baxendale will be taking care of the

marine engineering aspects of the project.

The team is initially focussed on creating a hull design combining the latest international developments in escort tug design with LNA's new ideas on enhancing seaworthiness, minimising ship motions and maximising stability.

LNA uses state-of-the-art Napa naval architecture software to generate and analyse the hull design. Ship motions and stability are key parameters in terms of safely delivering the desired bollard pull and manoeuvrability in open sea conditions.

The LNA team is also focussed on creating a propulsion package to deliver the redundancy and flexibility required, enabling the tugs to operate in remote areas far from their shore base.



Lightning Naval Architecture's concept for offshore tug hull design