

CBG Helps in a Pinch

A Chesapeake, VA, propulsion manufacturer called CBG, LLC with a small problem with a tap in a propeller. Wärtsilä makes some of the largest propellers in the world, for the largest ships in the world for the largest Navy in the world. The tap was a 4-inch tap broken off. A

plan was made to disintegrate the tap starting the next day. CBG set up one of its Cammann Inc. portable Metal Disintegrating Machines and using a squire electrode disintegrated the flutes off the



broken tap until the tap could be removed. With no damage to the threads a new tap was used to complete the threading process and the propeller was ready for shipment ahead of schedule.

www.cbgmaintenance.com

Hyproc Shipping Chooses AMOS2

The project (called HYceo) includes the delivery of AMOS software for the Hyproc fleet of LNG carriers, consultancy and bespoke software development, and an extended personnel training program.

Teledyne-TSS Gyro Chosen for USCG Program

Teledyne-TSS said that the Meridian Standard Gyrocompass has been chosen by L-3 Marine Systems as part of the USCG's new Sentinel-class patrol craft program.

Wärtsilä Wins Ship Design Contract

Wärtsilä signed a ship design contract with Pipavav Shipyard of India. The contract calls for a total of 12 Offshore Supply Vessels (OSVs) to be designed by Wärtsilä and built by Pipavav, for delivery to ONGC - Oil and Natural Gas Corporation Ltd, which is the largest oil and gas producer in India. The yard is scheduled to begin production of the first seven vessels in the first quarter of 2010.

The 59m vessels are designed to achieve a speed exceeding 12.5 knots, and will provide back-up for search, rescue and standby support. They will also transport cargo between ONGC's supply base and its offshore installations.

Hyde Receives Rush of Orders

During a busy one week period in late October, Hyde Marine received orders for six Hyde Guardian ballast water treatment systems from customers in Asia, Europe and the Middle East. Five systems for new construction projects range in capacity from 100 cu. m./hr. to 250 cu. m./hr. and will be installed on offshore supply vessels and a deep water survey vessel. One 60 cu. m./hr. capacity system will be delivered for retrofit on a European based marine research vessel.

Ecospeed Helps in Long Lay-up

As more shipowners lay up ships, it is reported that this has no adverse effect on an Ecospeed coating, which can always be restored to its optimum condition, regardless of how much fouling has attached itself to the hull while the vessel has been laying idle. Ecospeed is suited for ships which have a stationary period because an impermeable barrier is created during application. This gives the coating its excellent and durable anti-corrosive properties and protects the underwater hull against mechanical damage. Despite the aggressive nature of certain types of fouling, no rust or damage to the steel will be present on the underwater hull of the vessel after cleaning.

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EXHIBITS



IN WATER DEMOS



INSIGHTFUL PANELS



Newport Yachting Center,
Newport, R.I.

May 25-27, 2010

For more information contact Rob Howard @ (561) 732-4368

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