

SAFETUG I successfully concludes but SAFETUG II prepares to launch

As the very successful SAFETUG I joint industry project draws to a close, SAFETUG II is following sharp on its heels. This time the focus will be on tug design for operations in waves.

Johan de Jong & Frans Quadvlieg
J.H.de.Jong@marin.nl

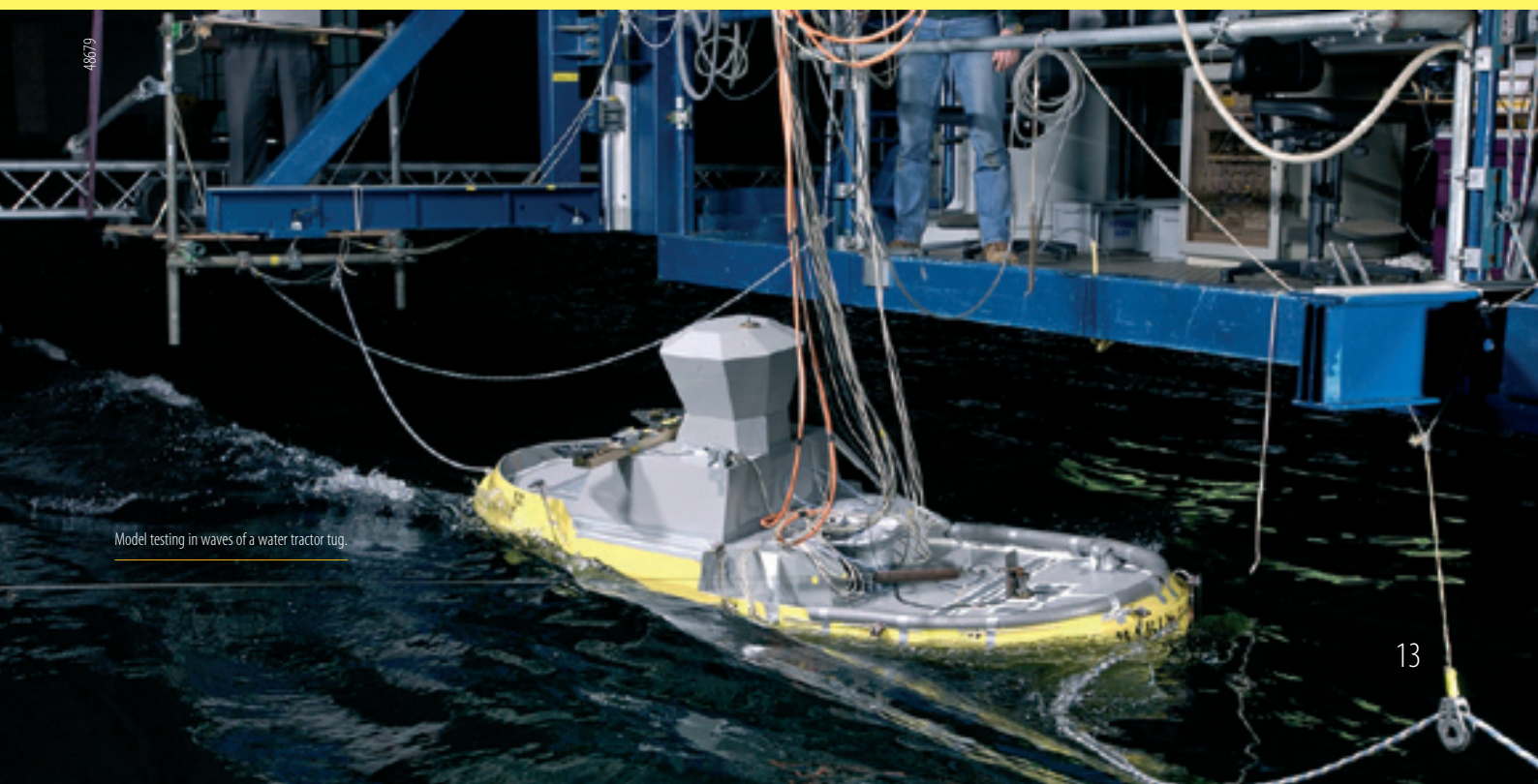
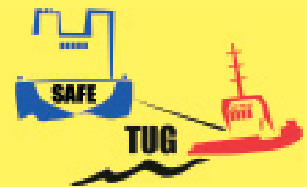
The SAFETUG I JIP had its final meeting on June 13, following the first TUGNOLOGY conference in Southampton. This meeting marked the end of the successful two-year project when 29 participants managed to collect a tremendous amount of data on tugs operating in extreme waves.

During seven meetings, which always included model test demonstrations, a lot of information was exchanged and presented on the operational experience and model test results on working in waves, both in offshore conditions and in near-shore port operations.

The presence of a large group of experts and experienced tug operators, designers, builders and equipment manufacturers (including propulsors) always meant the meetings offered a highly interesting exchange of views, insight and vision on the future of design and use of tugs. For SAFETUG I it was deemed necessary to focus also on safety issues and a lot of effort was put into the study of extreme wave conditions to identify the margins against capsizing in relation to tug properties such as GZ-curve, tow point position (both longitudinally and vertically) and deck height. An overview of the total scope of the project is available on request.

SAFETUG II will address subjects that could not be included in the first project, such as tug design for operations in waves, with particular attention paid on winches and fenders as a key tool for the envisaged operations. A number of classification issues, workability and operational training aspects, will also be included. Obviously many of these aspects address safety and performance alike.

Results from SAFETUG I point to the feasibility of many operations in waves in terms of safety and tow performance. However, a general reduction of tug motions is sought in order to improve towline behaviour and to sustain human performance. Winch and tug hull design are key in this challenge. The definition of operations, training programmes and criteria for these and the improved tug design requires input from all in the industry, particularly classification societies. In the first half of 2008 a kick-off meeting will be held. The SAFETUG II project is still open to new participants.



Model testing in waves of a water tractor tug.