

PROPULSION SOLUTION FOR GROUNDBREAKING ELECTRIC FIREBOATS

Following the delivery of Europe's most modern fireboat, the *Branddirektor Westphal*, the Hamburg Port Authority (HPA) has ordered two more fire-fighting vessels with the same propulsion packages.

As with the previous order, both vessels will be fitted with Schottel thrusters - in this case, two Schottel Rudderpropellers and one Schottel Transverse Thruster. These will enable maximum manoeuvrability in the restricted fairway of the Port of Hamburg.

This mobility is also guaranteed in situations that require fast response times. The special vessels, operated by Flotte Hamburg, a wholly owned subsidiary of the HPA, are currently under construction at Damen Shipyards.

Each of the fireboats features two rudderpropellers type SRP 150 L FP (380kW each) with a propeller diameter of 1.10m and a transverse thruster type STT 60 FP (100kW). Each of these is driven by an electric motor. The rudderpropellers type SRP 150 are equipped with Schottel's new highly efficient SDC40 nozzle. This thruster configuration achieves a free running speed of 12 knots.

The two new vessels will primarily be used for fighting ship fires in the Port of Hamburg and for supplying fire-fighting water to industrial plants



■ *Branddirektor Westphal* has just been delivered to the Port of Hamburg. Right: Each of the fireboats features two rudder propellers type SRP 150 L FP (380kW each)

located at the port. In addition to the fire brigade's technical duties, the two ships will also be used for other HPA fleet management tasks, such as bridge inspections and material transport. They will have a water cannon capacity of 30,000 litres a minute over 110m and have accommodation for 16 firefighters.

Both fire-fighting boats are to be delivered at the end of 2020 and will start service in the Port of Hamburg in 2021.



Type approval for marine hybrid technology

Transfluid has announced that it is the first company in the world to have obtained two DNV-GL Type approvals for its hybrid technology.

The first, for its complete range of marine parallel hybrid modules and secondly for its LiFePO₄ battery banks.

The battery type-approval also includes the Norwegian Maritime Authority (NMA) extension, a stricter list of requirements making Transfluid able to claim that its batteries are the safest, worldwide. The total absence of carbon and graphite, avoid profoundly destructive "thermal runaway", which is one of the most extensive tests required to be undertaken to obtain DNV-GL and NMA approvals.

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