

Review Deck Machinery & Cargo Handling Equipment

Markey



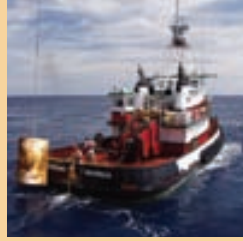
JonRie



Superior-Lidgerwood



Cross Equipment



E-Crane



This month *MN* looks at the deck machinery and cargo handling equipment market, the tools of the trade for the workboat workforce. We've highlighted a few innovative products including cranes, winches and capstans, as well as a unique metal dissolving service offered by CBG.

New Winches from Markey

Markey Machinery installed its 250 hp DESS-52 ARR hawser winch on a Crowley Response tug, designed for tethered escort and docking of tankers in the extreme conditions encountered in the Straits of Juan de Fuca in northern Puget Sound. After successful operations of the 250 hp winch, and in anticipation of the expansion of open water ports requiring escort vessels capable of dealing with more dynamic conditions, Markey Machinery developed winches rated at 100, 200 and 760 hp. All incorporate the below-deck VF-AC electric motor drives with multi-disk clutches/multi-speed transmissions and slip-brakes.

JonRie Bow Winch for McAllister

JonRie InterTech of Manahawkin, NJ, has completed its 22nd bow winch for McAllister Towing. The newest McAllister tug, the Gregg McAllister, is almost ready for delivery from Eastern Shipbuilding and features a JonRie Series 230 Assist Winch. The 230 Series features a 30,000 lb. line pull at 100 fpm and

the capacity to spool 450 ft. of Quantum-8 hawser. This winch series also features a slip brake system complete with full render capability. All JonRie bow winches in the McAllister fleet also have a tension meter and winch foot control for hands free operation.

Superior-Lidgerwood-Mundy

Superior-Lidgerwood-Mundy (SLM), of Superior, Wisc., introduced its latest design, the M-2000 Series Capstans. The M-2000 Capstan uses cycloidal and spiral bevel gearing to increase efficiency and provide a compact and user friendly design for tug, barge, dockside, and car-puller applications. Seven of these M-2000 Capstans will be used on the latest development projects on Panama Canal Locks and will provide support guiding the estimated 14,000 ships and over 250 million tons of cargo per year through the waterway.

Cross' New 80-ton Winch

Cross Equipment, expanded its product line beyond used marine equipment with a new 80 ton anchor handling winch. The double drum, 80-ton winch recently assisted HLC Tugs LLC in breaking a Gulf of Mexico record while completing a pipelay project. The Gloria G. Cheramie set 48 anchors in an eight hour period utilizing the Cross model winch. The lay-barge contractor

acknowledged the Gloria's speed and efficiency commenting that she played a major role in completing the project safely and ahead of schedule.

E-Crane Aims to Up Productivity

In order to upgrade its Carmeuse Black River lime facility in Butler, Ky., Massey Energy Company, the largest producer of coal in the Central Appalachian region, turned to E-Crane International USA. Massey Energy Company installed E-Crane's Floating Offloading Terminal for coal barge unloading with a 700 series E-Crane as its centerpiece.

Massey Energy was already familiar with the E-Crane because the coal company has an identical E-Crane operating a few miles up-river from the Black River facility.

ECO Orders 3rd MacGregor Crane

Edison Chouest Offshore (ECO) ordered another 150-ton Hydramarine Active Heave-Compensation (AHC) crane from MacGregor's Offshore division, its third such order within the past two years. These cranes are due to be delivered in February and October 2009, and the first quarter of 2010. The three cranes are identical and belong to MacGregor's HMC 3568 LKO series, with a 150-ton single-line winch capable of working in depths down to 9,843 ft. The advanced Hydramarine AHC system gives the vessel an increased weather

window for offshore operation.

CBG Maintenance Services

CBG, LLC Maintenance Services provides metal disintegration services to industrial, commercial and government markets. CBG offers metal disintegration for broken bolts, taps and tools in large stationary equipment, heavy vehicles. CBG performed an in-place bolt removal onboard USNS Kanawha (T-AO 196) for Collins Machine Works of Portsmouth, VA. This project was in support of Fairbanks Morse 12,000 hour maintenance service on Colt-Pielstick engines at the BAE Norfolk, Va. shipyard. CBG removed the 64 mm main engine head bolt from the engine block while shipyard and Fairbanks Morse personnel continued to work on the engine and keep the job on schedule.

CBG also removed a 30 mm main engine head bolt onboard the M/V Sea Runner. After being contracted by San Juan Towing and Marine Services, a CBG technician with 19 years of experience was fully equipped and onsite in Puerto Rico in less than 48 hours.

CBG