



SPECIAL REPORT \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* SPECIAL REPORT

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# 220 TBP AHT JANUS



Last weekend as reported in the shippingnewsclippings the latest addition to the fleet of **HARMS BERGUNG** the AHT **JANUS** was christened in the German port of Cuxhaven by Frau Bär, in this special report we will have a closer look at this vessel, which is of a series of two, the sistership is called **URSUS** and is at present under construction at the **MÜTZELFELDT SHIPYARD** in Cuxhaven, the same yard who built the **JANUS** under yardnumber 254.

The **JANUS** is an **19.000 bhp** Anchor handling tug with a length of 65 meter with an unusual beam of 18.5 mtr, which is clearly visible when you are onboard the vessel, the AHT is a robust looking vessel which is ready for action in the North Sea and other working areas around the globe.

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Walking around at the vessel brings us first at the wheelhouse, which is a well setup wheelhouse, with a clear view around the vessel,



beside the main front manoeuvring consol the **JANUS** is equipped with 1 console on PS



and SB as can be seen above, for easy manoeuvring during the mooring in port or whilst going alongside somewhere.

Left: the Main manoeuvring console in front of the wheelhouse.



Top : the Chart table

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Top : The PS aft manoeuvring consol



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The Master is having a clear view during the anchorhandling operations over the workdeck, with all the controls of winches etc within his reach



Above **Capt. Wilfried Martens** seen manoeuvring the **JANUS** at the departure from Cuxhaven

The wheelhouse is equipped with all modern nautical equipment to the highest standard such as :



3 x Searchlights remote controlled  
3 x Communication Gyro compass  
2 x ARPA Radar system  
2 x Ecdis  
GMDSS equipment A4  
DP system DP2  
Inmarsat Phone / Fax / Email / Telex

Left : The GMDSS terminal onboard

Leaving the wheelhouse going down through the accommodation shows a fresh light coloured accommodation With a large messroom for the crew and passengers

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The **JANUS** is having Air-conditioned spaces for 27 Persons, consisting of 7 officers cabins, 9 crew cabins, galley, mess, stores and sanitary spaces



The real power of the vessel comes from the **4 MAK diesels** located in the engine room. The **JANUS** is powered by **2 x 6 L 32/40** and **2 x 8 L 32/40** main engines with an max output of **14.000 kW** at 750 rpm, the engines are connected into 2 gearboxes with clutch and driving the 2 controllable pitch propellers with an diameter of 4.2 meters running in Nozzles, the vessel is further equipped with 2 x flap type high performance rudders for excellent manoeuvring capability.



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The Engine room control stand in the engine control room



Above seen the one of the 2 Fire fighting pumps with a capacity of 1.200 cbm/ hr. at 14 bar also driven by the main engine.



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The towing and anchorhandling winch onboard the **JANUS** are electric driven **HATLAPA** winches with a capacity of 150 ton pull with speed of 10 meter/min and 300 ton pull at 5 meter/min speed, the main towing wire is having a length of 1600 mtr with an diameter of 76 mm Ø, the spare towing wire onboard is having a length of 1.200 m with the same diameter 76 mm Ø. The Work winch is equipped with a 300 meter long work wire with diameter of 76 mm Ø, further more a storage reel / winch is installed with capacity of 1600 meter wire.

For chainhandling the vessel is equipped with 2 wildcats, 1 for 3" and 1 for 5" chain diameter, the chains can be stored in 2 x 33,75 cbm chain lockers.

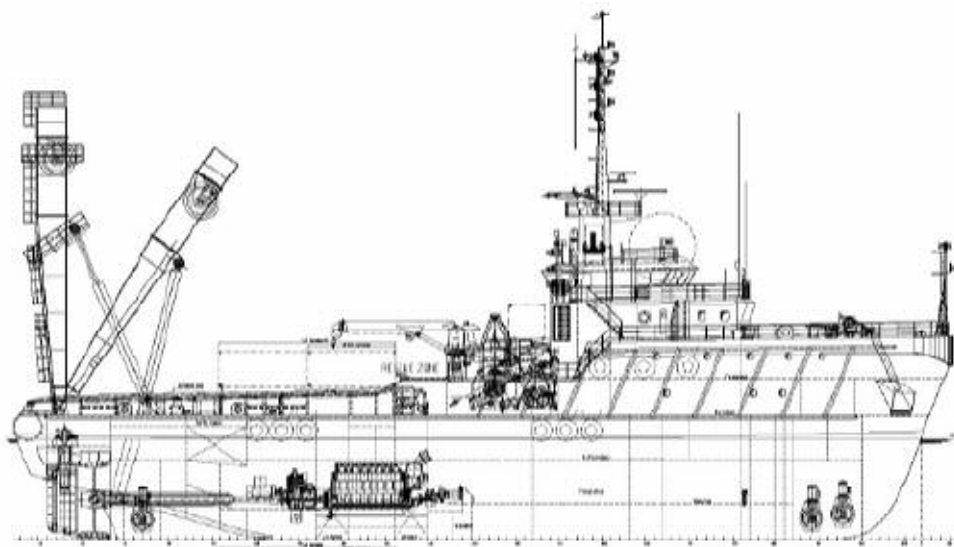


The 297 sqm working deck is equipped with 2 towing pins and 2 Karmoy stoppers 300/650 ton SWL,

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Furthermore at the aft deck 2 tugger winches are installed of 10 t at 15 m/ min and 2 **Palfinder marine** Hydraulic deck cranes 3 t at 12 m are installed, on each side one as well one 50 hp rescueboat on Starboard side.





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October 21<sup>st</sup> **Mrs Bär** , wife of the Captain of the former **JANUS** christened the vessel whilst alongside at the builders yard in Cuxhaven, after the christening ceremony all the guest boarded the new AHT for a trip at the River Elbe





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It was a good sound to hear the 4 **MAK engines** doing their works whilst sailing at the Elbe River



After a few hours sailing at the River Elbe it was time to say goodbye and to return back home after a very nice and successful day,

**Thanks !!! Michael and Klaus and of coarse Capt. Wilfried for the hospitality and nice day.**

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On behalf of all the readers of the shippingnewsclippings I like to wish captain **Wilfried Martens** and his crew good luck and safe sailing with the new **JANUS**, which first assignment is the tow out of the **SEVAN HUMMINGBIRD** from Keppel-Verolme shipyard in Rotterdam, for this purpose the **JANUS** will arrive in the port of Rotterdam during here maiden voyage around October 27<sup>th</sup>.

With a bunker capacity of **2440 cbm HFO** and **190 cbm Marine diesel oil** and the **220 ton BP** the AHTug deserves the notification:

**Long distance towing/ anchor-, hose handling/ berthing/ fire fighting/ salvage tug**

**Germanischer Lloyd  
+ 100 A5 E2 Deep Sea Tug Boat  
(Nav-A4) + MC E2 AUT, FF1, DP 2**



Whilst the **JANUS** is to commence her first commitment at the same time her sister ship the **URSUS** is getting shape in the drydock, the **URSUS** is scheduled to follow the **JANUS** somewhere early 2008. In continuation **Harms Bergung** is building after the **URSUS** is delivered another 2 AHT's, with 280 ton BP, and followed again by 2 **PRIMUS** type AHT's, the shippingnewsclippings will keep you informed about the progress.



Harms Bergung Transport & Heavylift GmbH & Co. KG

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