

## Fairmount taken over by Boskalis

**Royal Boskalis Westminster N.V. (Boskalis) announced on 3 March that it has reached an agreement to acquire Fairmount Marine B.V. and Fairmount Ocean Towing Company B.V. (Fairmount) from the French group Louis Dreyfus Armateurs.**

Fairmount is a leading global provider of long distance ocean towing services operating five 205 tonnes bollard pull towing vessels with anchor handling capabilities. The addition of these ocean going anchor handling tugs (AHTs) allows Boskalis to further expand its market position in both offshore energy and salvage. The use of ocean going tugs for long distance wet towing is complementary to Boskalis' current dry heavy marine transport offering.



With the Fairmount assets, Boskalis can offer clients the full spectrum of heavy marine transport solutions tailored for the type of cargo or specific requirements. The AHTs also have the potential of being deployed into offshore projects thereby expanding Boskalis' current transport and installation offering and can be used in salvage projects. Boskalis' strategy is aimed at benefitting from key macro-economic factors which drive worldwide demand in our markets:

expansion of the global economy, increase in energy consumption, global population growth and the challenges that go hand in hand with climate change. This acquisition is driven by the expansion of the global economy and increase in energy consumption. The transaction values the company at an average multiple of approximately 6 times EBITDA. (= earnings before interest, taxes, depreciation and amortization).

All five tugs, Fairmount Alpine (IMO 9344784, callsign PBNA), Fairmount Expedition (IMO 9358943, callsign PBNB), Fairmount Glacier (IMO 9344796, callsign PBNC), Fairmount Sherpa (IMO 9315563, callsign PBNF) and Fairmount Summit (IMO 9315575, callsign PBNG), were on 10 year time-charter to Fairmount Marine B.V. and were financed by special purpose limited partnership managed by MPC Capital. The tugs were designed by Vuyk Kenton, Singapore. The original design was developed from an AHTS hull and was optimized for towing heavy objects. The first two tugs were ordered from President Marine, Singapore in 2003. This was a natural move, as President Marine was building the tugs Salvicount and Salvanguard for Semco at that time, and the design of the Fairmount class was derived from these tugs. However when President Marine declared insolvency at the end of 2003 Fairmount had to look for a new shipyard. Fairmount found it in Niigata Shipbuilding 7 repair, Japan. The contracts for the first two tugs were signed in April 2004.

To the end of 2004 five tugs of the Fairmount class were on order. The keel laying ceremony for Fairmount Sherpa took place in August 2004. The tugs were delivered in the following order: Fairmount Sherpa (May 2005, Fairmount Summit (October 2005), Fairmount Alpine (May 2006), Fairmount Glacier (July 2006) and Fairmount Exhibition (May 2007).

The Fairmount-class tugs are conventional deep-sea tugs with an open stern, making them suitable for anchorhandling work. They are equipped with two propellers infixed nozzles and a conventional rudder behind each nozzle.

From forward to aft the hull is divided into fore peak, bow thrusters's compartment, refrigeration machinery room, engine room, aft fuel tanks area, steering compartment, and aft peak. The tugs are powered by four Wärtsilä W 6L 32 engines delivering 4x 3,000 kW (4x 4,090 bhp) at 750 rpm. The engines drive two four-blades 3.85 mtr diameter controllable pitch propellers through Wärtsilä twin in-single out gearboxes with 4.84:1 reduction. The propellers are running in fixed Lips HR-nozzels. The free-running speed is 16.5 knots.

The maximum continous bollard pull was 200 tonnes and 205 tonnes at 110% MCR on trials. The tugs are equipped with one Nakashima Propeller Co. Ltd. bow thruster with 825 kW output delivering 12.5 tonnes of thrust. The stern thruster of the same deliverer has an output of 736 kW delivering 10.5 tonnes of thrust. All tugs are equipped with a fire-fighting system according to FiFi 1 standard. Two Kumera fire-fighting pumps are coupled to the forward end of two main engines delivering 1,200 m<sup>3</sup>/h. Two remote-controlled FFS-monitors are fixed on a platform between to two stacks.

The tugs also have a water curtain self-protection system. The main engines additionally drive two shaft generators by means of gearbox power take-offs. Additionally there are two Caterpillar driven generator sets rated at 370 kW, and a Caterpillar emergency generator set at 99 kW.



In the wheelhouse the main control desk is mounted against it's foreward bulkhead. The desk contains besides the traditional wheel a joystick which can control rudder, main engines, and thrusters simultaneously using the Lipstronic control system by Lips-Wärtsilä. At the aft bulkhead a second control desk is overlooking the afat deck is fitted, additionally controlling the winches. In the center of the room a communication desk and a work table are placed beside the staircase. At port is a radio station desk and at starboard a chart table. The navigation and communication equipment was provides by Furuno. Gyro compass and the autopilot are from Tokimec. The equipment also contains two radar systems, DGPS navigation data recorder, AIS, and communication gear according to GMDSS area 3 standard including MF-, HF radio as well as Inmarsat C and F.

The winch room houses an electro-hydraulic waterfall type winch with three drums. On the lower level two towing drums holding 1,500 mtr x 76 mm towing wire are fitted. On the upper level one anchorhandling drum with the same capacity is installed. It is only fitted with 300 mtr x 76 mm working wire to take advantage of the maximum pulling power in the first layer. The lower drum shaft carries non-declutchable gypsies for chains up to 3,5" diameter on each side. All drums are declutchable. The winch was provided by Kitagawa Kogyo and has a brake capacity of 400 tonnes and a pulling power of 250 tonnes.

The 384 m2 aft deck is fitted with offshore type cargo barriers; two tugger winches with a pulling power of 10 tonnes are fitted. In front of the stern roller (5,40 x 2,30 m diameter) are two hydraulic vertical towing pins with 200 tonnes SWL and a hydraulically operated shark jaw with 300 tonnes SWL fitted.

The forecastle deck carries a Kitagawa Kogyo anchor winch with two gypsies and two warp heads, and chain stoppers. A Smit-bracket is mounted. Two Plimsoll Hydraulic slewing cranes are mounted at the aft end of the deck on either side. Both have a SWL of 8 tonnes at 7 mtr. outreach and they handle the MOB boat and workboat. Both are rigid hull inflatables.

L.o.a. 75.05 (66.06) x 18.00 x 4.08 (min. draught) x 6.80 (max. draught). GT 3,568. NT 971.  
DWT 3.568