Scrubbers

Approved scrubber secures orders

Finnish joint venture DeltaLangh, a partnership between Deltamarine and Oy Langh, is celebrating the class approval of its scrubber system with the announcement of a four ship deal.

The scrubber system has been installed on Langh Ship's 6,410dwt general cargo vessel *Laura* and the system has been given the final approval by DNV GL. Four other Langh ships will be fitted with the scrubber system before January 2015 when the Sulphur Emission Control Area (SECA) comes into force, says the company.

DeltaLangh was established in June this year in an effort to offer ship operators in the European and North American SECA regions a way of meeting the new sulphur regulations.

"DeltaLangh provides shipping companies with a unique environmentally friendly closed loop scrubber solution, which also efficiently cleans the scrubber's washing water. The system uses caustic soda to clean the exhaust gas. The water content of the residual sludge from the patented water treatment process is very low and therefore minimises the amount of waste. The scrubber can alternatively be used in an open loop mode with sea water," says the company.

Fuel savings

Dutch foil saves fuel

Hull Vane BV has launched its fuel saving attachment, the Hull Vane, which it says is suitable for a variety of vessel types and can be used for new ships or retrofitted to existing vessels.

Fuel savings of up to 15% are claimed by Hull Vane, which is a foil shaped attachment designed to be fitted to the stern of a vessel and to generate forward thrust. The company says the attachment also reduces the stern wave and the running trim of the vessel.

The company claims: "Sea trial comparison tests of a 55m Fast Supply Intervention Vessel with and without Hull Vane confirmed what was earlier found in Computational Fluid Dynamics (CFD) calculations: a reduction in required shaft power ranging from 10% at 12knots to 15% at 21knots for this application."

However, the company adds that the reduction in fuel consumption is dependent on the length of the ship, its speed and hull form.

MOU

GE & LR sign GT deal

Marine propulsion manufacturer GE Marine and class society Lloyd's Register have signed a Memorandum of Understanding (MOU) to develop commercial projects using gas turbine power.

The two companies will first identify which sectors are most suitable for them to target. GE gas turbines are already operational on cruise ships, fast ferries and yachts and GE says that the systems "offer power density", that means they are light weight and high power says the company.

Moreover, the GE system offers "fuel flexibility, and an optional, highly reliable Dry Low NOx emissions (DLE) combustion system technology". It can also meet Tier III IMO/Tier IV United States Environmental Protection Agency regulations.

The Hull Vane can be installed on newbuild vessels or retrofitted to existing vessels