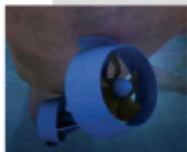


WIND FARM VESSEL TO BE FITTED WITH VOITH RADIAL PROPS

Voith Turbo recently received a contract to supply five Radial Propellers for a specialized wind farm vessel for Strabag Offshore Wind, Cuxhaven, Germany. The vessel will be capable of transporting concrete foundations weighing over 7,000 tons and positioning them with high precision in the open sea without anchoring.



Each Voith Radial Propeller will be rated at 5.5 MW and provide 360-degree steerability. Four of the propellers will be installed in the vessel and the other will be used as a spare, which will be delivered in Feb. 2011 when the vessel is expected to enter service.

ALTERNATIVE ENERGY

Hybrids, coast to coast

Earlier this year, Hornblower Cruises unveiled the first hybrid ferry, the *Hornblower Hybrid*, for service to Alcatraz and Angel Islands in San Francisco Bay. The 64 ft catamaran ferry, which operates for Hornblower subsidiary Alcatraz Cruises, uses a combination of diesel, electric, wind and solar power to meet its propulsion and onboard power needs (see "Hornblower's Hybrid Wonder," in ML, June 2009, p. 48).

Last month, Cameron Clark, Director of Environmental Affairs and Special Pro-

jects at Alcatraz Cruises, gave attendees of the Marine Log Global GreenShip a sneak peak at Hornblower Cruises' plans for its next hybrid vessel—one that will incorporate a hydrogen fuel cell. The 600-passenger vessel would operate in service to the Statue of Liberty in New York Harbor.

A 320 kW hydrogen fuel cell for auxiliary power was recently



Artist's concept of Hornblower's Hydrogen Hybrid ferry that will operate in New York Harbor

installed in the platform supply vessel *Viking Lady*, owned by Norway's Eidesvik Offshore as part of an R&D project managed by DNV.

We will have a full report on hydrogen fuel cell vessels next month.



TITAN's jack-up barges, Karlissa A and Karlissa B, used in the wreck removal of the *New Cassia* in Coos Bay, Oregon last year.

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