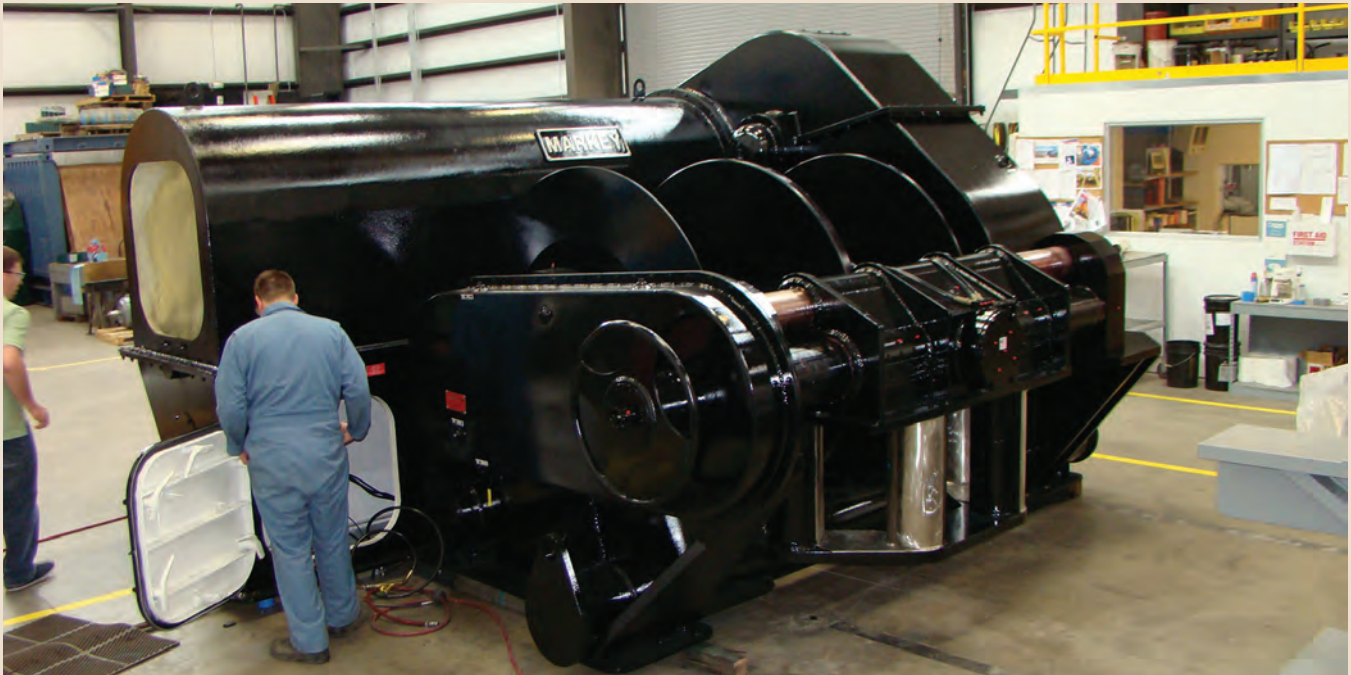


# *Markey Advances* Hawser Winch Technology



**Markey personnel test the above deck DESDF-48-200HP hawser winch.**

With their recent shipment of the second, all new above deck hawser winch (DESDF-48-200HP) to Trinity Yachts' shipyard for the Colle/Signet joint venture in support of Chevron's LNG facility in Pascagoula, Mississippi, Markey has introduced yet another successful repackaging of its Asymmetric Render/Recover Escort winch technology. Markey has taken a series of proven "below deck" winch solutions, and incorporated everything that has been learned into an "all above deck" configuration for Signet's new "Constellation" and "Stars and Stripes". Launched just last month at the Trinity Shipyard in Gulfport, MS., Signet's new state-of-the-art tugs will see demanding service in one of the most challenging environments: the escort of large LNG carriers (tankers) in and out of the facility in restricted waters. These units and the newly developed DESF-48-SD-100HP (a below-deck version) represent significant advances in Hawser winch technology.

The Markey winch units offer exceptional rendering brake control through a large water-cooled slip-braking system, coupled with a heavy fairlead system to absorb

greater loads. Electric variable-frequency drives operate vector-duty motors connected to water-cooled clutches and custom gearing. This allows for a wide range of low speed-high speed performance. The combination makes it a winner for tugs performing Escort and Ship-Assist of LNG carriers. While the design does focus on a "below-deck" profile, repackaging has reduced the impact on below-deck area directly beneath the winch. "Additionally, it allows us to offer a wider range of performance, based on what the application needs" said Blaine Dempke, President of Markey Machinery. "Our first preference will always be under-deck configurations" he added, "We have learned that it's almost a requirement for tugs that need to maintain position, such as during channel operations."

Since a number of LNG terminals are accessed by narrow channels, while being subjected to a wider range of wave heights and wind, maintaining position requires higher horsepower for both tug and winch. "It's easier to accommodate larger drives in that configuration, and it's easier to maintain a 'positive pressure' explosion-proof environment, critical for operation in close proximity to

LNG carriers,” explains Dempke. “However we ARE Markey, so we’ll do what the customer wants. If it’s above deck, we’ve already got the platform.”

Markey’s traditional “hell-for-stout” engineering of mechanical systems, coupled with 21st Century closed-loop motion and force control systems built for miserable environments, is proving to be a successful blend at the beginning of the second decade. Having adopted electric Variable Frequency Drive technology early on, Markey’s successful application of vector-duty variable-speed motors into winches operating in very challenging conditions has pushed them out front of many competitors.

Because both service and support are important, Markey recently reaffirmed its commitment to support all of its products by making a service call to the Oregon Maritime Museum’s steam sternwheeler “Portland”. The sixty-four year-old vessel had a steam operated steering system manufactured by Markey in 1947. Members were amazed to discover that Markey still had the original manufacturing drawings and would supply parts. Robert “Bobbie” LeCoque, co-owner of Markey and Vice President of Service, delivered those parts personally and provided assistance. The steering system was returned to its original operating condition. Founded in 1907, Markey Machinery Company designs and manufactures custom deck machinery for workboat, scientific, and dockside applications.

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