VOLVO PENTA

Volvo Penta of the Americas

KATHRYN RAE CHOOSES VOLVO PENTA POWER
FOR THE NEWEST 1,300 HP TUG IN ITS FLEET

NEW ORLEANS – Dec. 5, 2012 - Volvo Penta of the Americas supplied the main propulsion system for the new tugboat *Ted Kayser*, which is being christened today on the New Orleans waterfront.

The new 60-ft vessel was designed by Entech & Associates of Houma, La., and constructed by Eymard Marine Construction & Repair of Harvey, La., for Kathryn Rae Towing of Hahnville, La. It's powered by two Volvo Penta D 16C-MH R1 diesel engines, each providing continuous 650 hp at 1,800 rpm. The engines drive a pair of Rolls Royce four-bladed stainless steel propellers through Twin Disc MGX5222 5.04:1 marine gears.

"This is a significant milestone for Volvo Penta," said Ron Huibers, president of Volvo Penta of the Americas. "It's the first Gulf Coast tugboat to be fitted with our D 16C-MH engines, which are designed specifically to meet the needs of heavy-duty displacement commercial vessels."

"Special thanks to the great team at Allemand Industries, our Volvo Penta Power Center in Harvey, which provided outstanding technical support in specifying, installing, testing and fine-tuning the engines and controls," Huibers added. Allemand Industries has been dedicated to the marine and industrial engine service and repair business for the last thirty years. Established in 1981 by the Allemand family, the company and its staff have a long lasting business relationship with each of their customers. As a Engine Power Center for Volvo commercial marine engines, Allemand is responsible for the states of Alabama, Arkansas, Louisiana, Mississippi, and Texas.

David LeBlanc, product manager at Allemand, said, "The D 16C-MH engines are ideally suited for tugboats because their low-end torque enables the vessel to start pushing when the rpm reaches 1,100. The result is good momentum from the start at a lower rpm and better fuel economy." This is the only marine engine in its class with this unique torque.

The D 16C-MH is an inline six-cylinder engine with Volvo Penta's Electronic Vessel Control (EVC) technology. The engine features a robust block with ladder frame, high-pressure unit injector system, four valves per cylinder, twin-entry turbo and charge air cooler. The heat exchanger is designed for reduced charge-air cooling temperature, which in combination with the injection system and Engine

Management System further improves performance and drivability. This results in a very smooth running engine with world-class performance, low-fuel consumption and reduced emissions.