

# International **Tug & OSV**

INCORPORATING SALVAGE NEWS

March/April 2018



**Challenging tug salvage – exclusive eyewitness account**  
**Australian Focus – new opportunities in recovering market**  
**Big Data – no longer the next big thing, more the here and now**





## FRONT COVER

**Kinaki:** The first of the Sanmar Delicay series and the lead vessel built to the innovative Robert Allan Ltd TRAKtor-Z 2500 SX (Sanmar eXclusive) design, the tug has considerable technical input from the Turkish builder's own engineers and naval architects. It is in true tractor configuration, with forward mounted Z-drives designed for maximum efficiency and safety in harbour, ship-handling and towing duties.



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# Connectivity key to making big data useful

**Better connectivity to the Internet of Things (IoT), intelligent use of big data and more efficient communication through the supply chain are all the way forward for the maritime industry. Florus Wilming, founder and director of Dutch maritime software start-up Onboard, says it is time to step up collaboration**

**A digital evolution is taking place in the maritime industry, and it is building momentum. The technology is there, ready to accelerate with it. So what's keeping this evolution from soaring? Nothing, actually.**

While nanosatellites and cloud technologies are already able to connect vessels and help transfer immense amounts of data from assets all over the world, we have all the opportunities we need to understand how to use this big data intelligently and apply it to business models and more efficient supply chains. But we need to start somewhere.

The first big step is that the digitisation of things needs to happen completely and everywhere. Secondly, industry players need to want to embrace new technologies, by first understanding their true value; or rather, by wanting to explore what more is out there.

The maritime industry is by no means lagging in technological progress. Automation is very much here, and vessels, platforms, ports and terminals are filled with smart sensors. It is the collection of outdated connectivity and multi-faced infrastructures,



▲ RT Blackbeard and RT Raptor now have clear sight of the fuel used in manoeuvring tankers to the quayside and, left, Florus Wilming of Onboard

both on land and on assets at sea, that create a formidable hurdle for big data to make any sense to anyone.

Following its formation in 2016, Onboard has developed the first IoT platform for the maritime industry which solves this issue by understanding all data and enabling it to join the IoT. It is where connection begins – to the supply chain and all machines, systems and sensors. But connectivity does not end there. The IoT turns connected things into smart objects that can understand large amounts of data and share it. Like a brain that gets new information and creates new connections, the IoT and big data operate in an organic, unified way.

Onboard has come up with an unpretentious yet artful approach to solving connectivity problems and complex infrastructure puzzles. Instead of needing new hardware for each new application and technology that keeps sprouting, thus slowing down potential collaboration, why not unite our forces?

The platform is not looking to reinvent the IoT, it

is accessing it to enable the collaboration that will help build a new, connected industry by using what is already in place.

Naturally we were thrilled when the platform won the Duke's Choice Award last year for entrepreneurs working with Java technology in a groundbreaking manner.

Of course, such recognition from our industry peers is welcome, but getting the platform into a working environment highlights how far we have come as a company in a short time. Kotug is the first operator to take advantage of the Onboard platform – installing it in four tugs operated under its Kotug Seabulk Maritime (KSM) joint venture with Seabulk Towing.

The company is currently using our energy efficiency application, which monitors the operation and fuel consumption of a vessel and enables the customer to optimise both. The principle behind the application is being able to make an informed decision: you can't manage what you don't measure.

From its first use, Kotug identified several areas where it could improve fuel efficiency: eliminating inefficient activities by better managing the deployment of available assets; optimising the co-operation with supply partners such as pilots, working better together to save fuel; and accurate activity records providing a transparent breakdown of billable activities to the client.

Our philosophy is not ground-breaking. Humanity has learned to thrive in communities. What is new is the connectivity we can use to achieve a better and more efficient way of collaborating across the vast oceans we navigate.

Rome became the centre of one of the world's biggest empires because of something as fundamental as roads – ways to travel and connect. The IoT is the network that connects everything and everyone, making it dynamic and powerful by the data it collects and the ways it can make it grow. We are not building Rome here, but we are starting to build a collaborative and sustainable ecosystem that will empower each one of us.



◀ RT Raptor is one of four Kotug tugs fitted with the Onboard Cloud Solution