



Hawser Winches

(Class I, II, II+, III)

For Safe Ship-Assist and Escort Duty

Markey Machinery produced its first Hawser winch, designed for spooling high strength synthetic rope, more than two decades ago. Since then Markey engineers have continued to innovate by incorporating features like levelwinds to reduce pull down between lower wraps, automatic gear boxes for on-demand high load and high speed performance, water-cooled dynamic brakes for controlled payout of loaded hawsers, Markey Render/Recover® automatic line tension controls, and tension monitoring systems for the ultimate in operating safety. Today, Markey innovations have led to four classes of Hawser winches for ships working in dynamic offshore swells, through the break, and in-harbor.

Only Markey Machinery designs and builds high-performance winches that automatically maintain rated pulls at line forces up to 3 times the tugs bollard pull. Whether your choice is hydraulic or electric, Markey Machinery builds the safest ship-assist and escort Hawser winch for exceptional performance in any working environment.



Hydraulic or Electric Winch Drives?

Markey builds them both ways so our customers have a choice. However, Markey Machinery delivers 9 out of every 10 custom Hawser winches with all electric drives! Markey customers inform us they specify all-electric hawser winches primarily for reasons of:

- 1) **Higher Efficiency** - a hydraulic drive requires 25-30% more power to equal an all-electric drive
- 2) **Reduced Size and Weight** - eliminating the hydraulics frees space and weight for other uses
- 3) **Precise, Simple Controls** - electric drives embrace modern analog and digital control signals
- 4) **Reduced Expenses** - fluid flow produces wear and with any hydraulic system cleanliness is critical
- 5) **Reduced Costs** - machine purchase price and installation costs are both less expensive
- 6) **Less Noise** - electric drives are significantly quieter in operation than comparable hydraulic drives

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Hawser Winch Classifications

Class I "Basic" Hawser Winches feature moderate pull (20% to 40% of the tug's static bollard pull), line payout and retrieval rates approaching 20% of the tug's free running speed, high-hold capacity static band brakes, true freewheel capability, wheelhouse controls and real-time tension monitoring for safer and more effective operation. Available in hydraulic or electric versions.

Class I Type DYSW-32-20 Hawser Winch/Windlass on board Foss Maritime's tug DANIEL FOSS



Class II Markey "Render/Recover"® Winches include Markey-pioneered adjustable automatic "constant tension" inhaul, up to the power limits of the winch drive, for all tethered operations. Tugs outfitted with Class II winches can safely maneuver through day-long escorts while the winch automatically adjusts scope to maintain preset line tension. Available in hydraulic or electric versions.



Class II Type DEPCF-50 Electric Hawser Winch aboard Boston Towing's ASD tug FREEDOM

Class "II+" Hawser Winches add a hydraulically-actuated, high-hold dynamic slip-type band brake to the standard Markey Class II hydraulic hawser winches - making traditional "stick-slip" band brake headaches a thing of the past.

Class II+ Type DYSF-42 Hydraulic Hawser Winch on board Bisso Towboat's Tractor Tug MICHAEL S.



Class III "ARR" Hawser Winches are ultra-high performance soft line winches for indirect towing and improved shock load control in extreme sea ways. Below deck all-electric drives and water cooled multi-disc slip-brakes ensure secure load control at full rated tug speeds and to 250% of static bollard pull. Class III designs are available with remote trouble shooting and performance monitoring via the world wide web.

Class III Type DESDF-48WF Hawser Winch for SEMPRA LNG, aboard the RAstar 3200 Class LNG tug MONTERREY



Markey's rugged deck equipment is built to the highest quality standards using designs, materials, and processes providing maximum life and minimum maintenance in marine and outdoor applications.



Innovation you can depend on