

International Tug & Salvage

TUG DELIVERIES

New in-house design for escorting

The Leningrad Pella Shipyard, based on the bank of the River Neva just north of St Petersburg, Russia, has completed the ASD tug, *Dir*, for the Open JSC Primorsky Trade Port in the same Leningrad region. The vessel, was constructed primarily for tanker escort duties, but also for performing salvage and fire-fighting operations and oil spill removal. It is to a brand new in-house design by the builder.

Measuring 33.50m in length with a beam of 12.70m and a draft of 4.40m, the Ice Class A4 vessel is powered by a pair of Caterpillar 3516B diesels, each developing 1,864.5kW at 1,600 revs/min. These drive Rolls-Royce US 255 Z-drives with 2,600mm fixed pitch propellers inside Kort nozzles.

This arrangement gives the tug a bollard pull of 65 tonnes and a free-running speed fractionally over 14 knots. Caterpillar engines also drive the three generator sets – two 150kW C9s, the other a 3056 unit at 84kW.

The fire-fighting system by FFS AS with two monitors and a water curtain system is to Russian Maritime Register of Shipping class notation FF3 which is approximately equivalent to FiFi1 with an output of 1,500m³/hr.

Forward of the engine room are four cabins grouped around a cluster of toilet and shower compartments. On main deck there are two en suite single cabins for captain and chief engineer, a large mess room



with ample seating and a separate galley. There is also an additional head.

The raised wheelhouse provides good all-round visibility, particularly of the forward winch. The array of electronics to hand include a Japan Radio Company radar and Inmarsat C, a Navis AP-3000 autopilot, a Sperry gyrocompass and a number of Samyung manufactured items, including the depth sounder, the MF/HF station, AIS and Navtex. Thrane & Thrane provided the VHF with DSC.

The Spanish manufacturer, Fluidmeccanica provided all the deck machinery which

comprises a double drum escort winch with a 186-ton brake load forward and a 65-ton towing hook aft alongside a deck crane capable of lifting 1.95 tons at 14.70m boom extension. A Fassmer fast rescue boat is carried on the aft deck where there are also brackets to retain two 6m containers with oil spill removal equipment.

Dir is protected throughout by coatings from International Paint and it has tank capacities include 233m³ of fuel, around 20m³ of fresh water and more than 9m³ of foam.

This is the first tug of this type, designated Project PE 65, which brings Pella's portfolio

of different tug designs to six which includes a Robert Allan Ltd design. All are available with a variety of engine power options to meet individual requirements regarding bollard pull.

In addition, it produces pilot boats, survey boats and a very high speed service/crew boat.

Pella has an order for two more similar Project PE-65 escort tugs from Sovcomflot, Russia's leading shipping company, for delivery this year and next. In the 24-month period ending December 2012, some 19 tugs, including three RAscal 2000 designs, will have been completed.