

Tug support



Seabulk Angola was delivered by Labroy Shipbuilders in Singapore to owner Seabulk Angola Inc earlier this summer, and left for West Africa to work for Total on a five-year charter

Seabulk Angola is the first of a new class of offshore/terminal support tug developed by Robert Allan Ltd (RAL), naval architect of Vancouver, British

Columbia, and designated the 'RAMparts 5000 Z-M' class. The design was developed to meet demands for a large powerful tug capable of supporting offshore terminal operations in severe weather.

The aft deck features crash rails for cargo, a stern gear arrangement suitable for heavy-duty anchor handling, and has space to stow two standard ISO containers under shelter as additional support modules for diving or oil-recovery operations.

Propulsion machinery comprises two MaK 9M25 diesel engines, each rated at 2,970kW at 750 rpm and driving a Schottel SRP 3030CP Z-drive unit. On trial this combination delivered a sustained bollard pull of 104 tonnes and a free running speed of 14 knots.

The main towing winch is a double-drum waterfall hydraulic unit supplied by Plimsoll. One drum is set up for towing, with 1,000m of 64mm-diameter steel wire rope towsline. The other is set up for anchor-handling, with 1,000m of 64mm-diameter steel wire rope. Brake capacity is 350 tonnes. **OSJ**

SEABULK ANGOLA

Owner	Seabulk
Designer	Robert Allan Ltd
Builder	Labroy Shipbuilders
Length, oa	49.50m
Depth, mld	6.75m
Draft, normal operating	4.75m
Draft, loadline	5.75m
Deadweight at 5.75m	1,100 tonnes
Deck cargo	200 tonnes
Cargo deck area	205m ²
Fuel	550m ³
Potable water	75m ³
Fi-Fi foam	25m ³
Dispersant	25m ³
Recovered oil	100m ³
Main engines	2 x MaK 9M25
Output	2 x 2,70kW at 750 rpm
Class	BV: 1+ Hull, +Mach, Tug, Fire Fighting Ship 1, Water Spraying, Unrestricted Navigation, +AUT-UMS