



First of new design

In May 2005, the offshore support tug *Seabulk Angola* was delivered by Labroy Shipbuilders of Singapore to Seabulk Angola Inc. The vessel is the first of a new design of offshore/terminal support tug by Robert Allan Ltd of Vancouver, BC, and is designated as the *RAMparts 5000 Z-M Class*. It was developed in response to the owner's demands for a large, powerful tug capable of supporting offshore terminal operations in severe weather off West Africa.

Measuring 49.50m in length overall with a beam of 15.00m and a normal operating draft of 4.75m, the tug is built to BV notation. Power is from a pair of MaK 9M25 diesel engines, each developing 2,970kW at 750 rev/min, driving Schottel SRP 3030CP Rudderpropellers. This combination, on trials, delivered a bollard pull of 104 tonnes and a free-running speed of 14 knots.

Electrical power is provided by three 500 kW Caterpillar 3412C diesel generator sets, with paralleling capability plus a third Cat driven set, a 3306 for emergency/harbour purposes. Forward of the engine room is a corridor which separates a generous machinery control/monitoring room from a head compartment and a workshop/store

and leads to a forward accommodation area.

This comprises three twin cabins and one single for additional workers such as divers.

Accommodation for the vessels' own crew of 14 is located on the main and boat decks, all cabins having en-suite facilities. Separate mess rooms are provided for officers and crew on the main deck alongside a galley and small hospital room.

Plimsoll provided the entire deck machinery package. The main towing winch is a double-drum, waterfall type hydraulic winch with one drum set up for towing operations, whilst the other is set up for anchor-handling. Each carries 1,000m of 64mm diameter steel wire rope towline and the brake capacity is 350 tonnes. Forward is a single drum unit with a 250-ton brake holding capacity, carrying 600m of 64mm wire. Of notable interest are the 300-tonne hydraulic shark jaws and towing pin sets, which are manufactured by Plimsoll to a Smith Berger design.

Additional components of the overall deck equipment package are two 10-tonne hydraulic capstans and two 10-tonne tugger winches, each capable of carrying 200m of 22mm wire. The transom is fitted with a 4.5m long x 2.2m diameter stern roller.

OWNER
Seabulk Angola.

DESIGNER
Robert Allan Ltd, Vancouver, Canada.

BUILDER
Labroy Shipbuilders, Singapore.

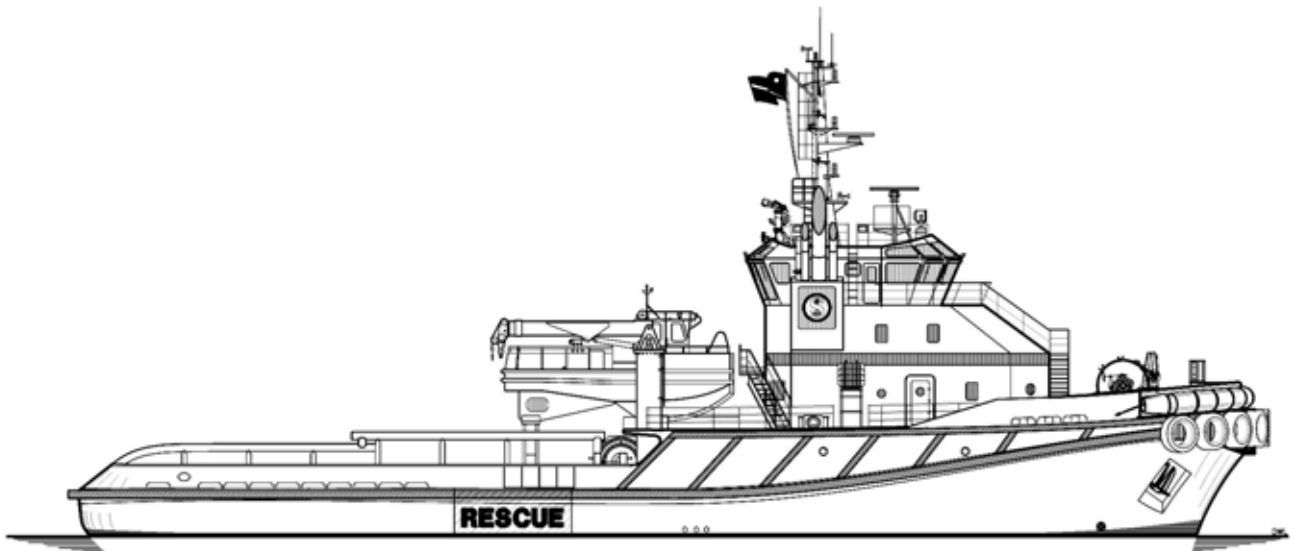
DIMENSIONS
Length overall 49.50m
Beammoulded 15.00m

MAIN ENGINES
Two MaK 9M25 diesels, each developing 2,970kW at 750 rev/min.

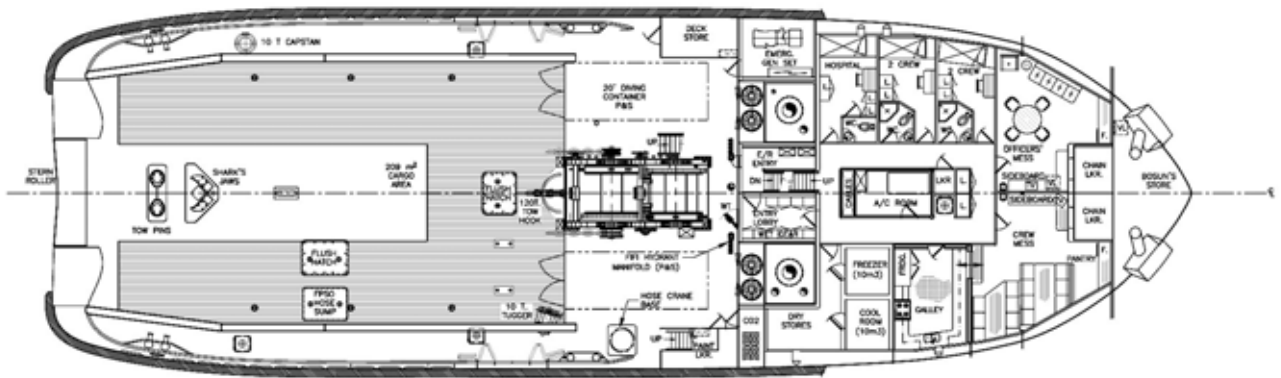
PROPULSION
Two Schottel type SRP 3030CP Rudderpropellers.

PERFORMANCE
Bollard pull 104 tonnes
Maximum speed 14 knots

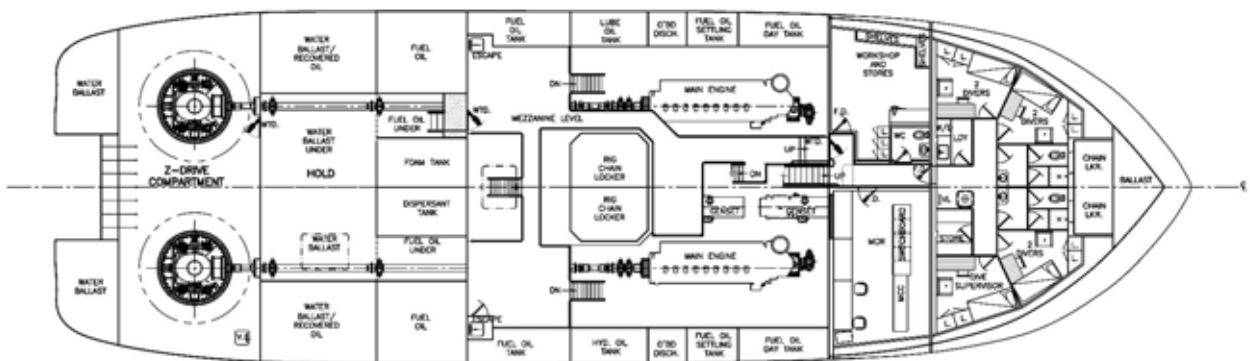
EQUIPMENT
Three 500kW Cat gensets, emergency Cat set, complete Plimsoll deck machinery package including Smith Berger designed jaws and pins.



OUTBOARD PROFILE



MAIN DECK PLAN



HOLD PLAN

SEABULK ANGOLA