



## Another Canadian ice class tug for Denmark

Measuring 33.5m x 11.6m x 5.20m draft, the LR-classed Ice Class B *Stevns Arctic* was contracted with Irving on the basis that it had to be an identical sister to a vessel named *Stevns Ocean* which was built by Groupe Ocean when this company had a shipyard.

Indeed, Ocean had started the second vessel but failed to finish it due to the decision to close the yard and concentrate on its operating wing. A deal was done and Irving acquired the hull. The result is *Stevns Arctic*.

Power is by a pair of MAK 6M25 diesels, each developing 1,850kW at 750 rev/min, driving Rolls-Royce US255 Z drives with controllable pitch propellers, providing a bollard pull of around 65 tonnes and a free-running speed of about 13 knots. To provide maximum flexibility, the tug is also equipped with a Rolls-Royce Kamewa 300kW controllable pitch bow thruster.

Auxiliary power is supplied by a pair of 200kW Volvo Penta TAMD 103A generator sets and one Volvo Penta TAMD 74C 100kW harbour set installed in an acoustic enclosure. Forward below main deck are two single crew cabins (but both equipped with a spare bunk), a particularly generous sanitary space, a leisure room and large galley store. There are two single en

suite cabins on main deck alongside a comprehensive galley linked to the mess room through a serving hatch. The captain and chief engineer enjoy the benefit of good-sized single en suite cabins on boat deck level.

For towing and anchor-handling operations, a set of 60-tonne tow pins is installed in conjunction with a 70-tonne towing hook and stern roller. The frequency-controlled aft winch is a single drum type complete with spooling gear supplied by Rolls-Royce.

The frequency-controlled winch at the bow is also from Rolls-Royce and is of split-drum type, having two cable lifters and two warping ends.



### OWNER

Nordane Shipping, Denmark.

### BUILDER

Irving Group, Canada.

### DIMENSIONS

Length overall	33.5m
Beam	11.60m
Draft	5.20m

### MAIN ENGINES

Two MAK 6M25 diesels, each developing 1,850kW at 750 rev/min.

### PROPULSION

Rolls-Royce US255 Z drives with controllable pitch propellers.

### PERFORMANCE

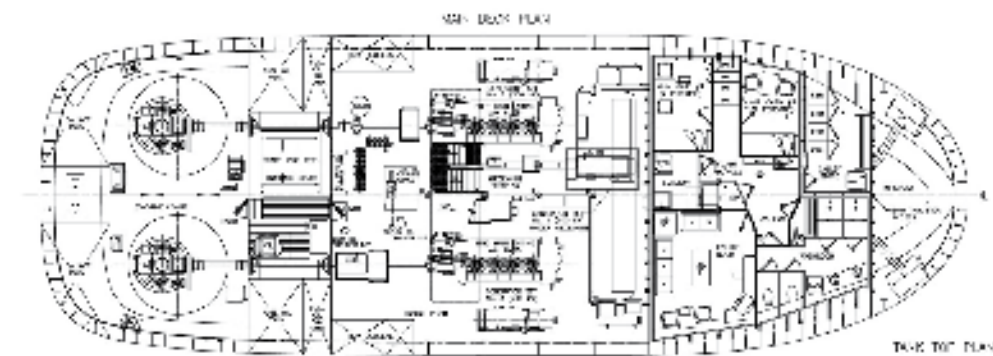
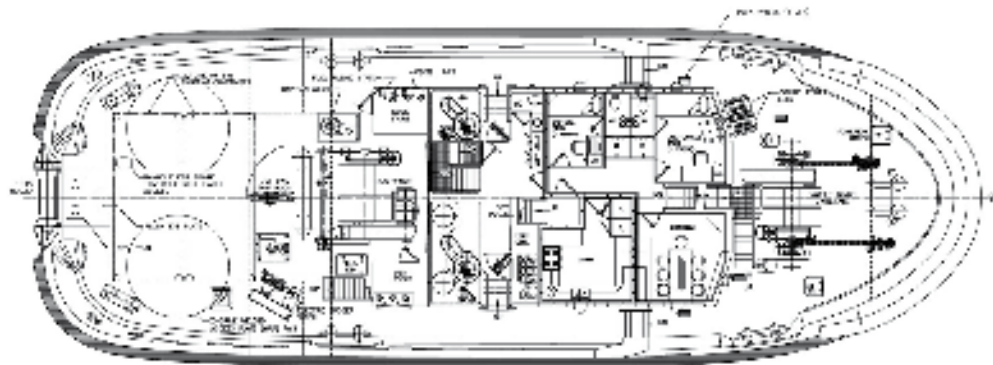
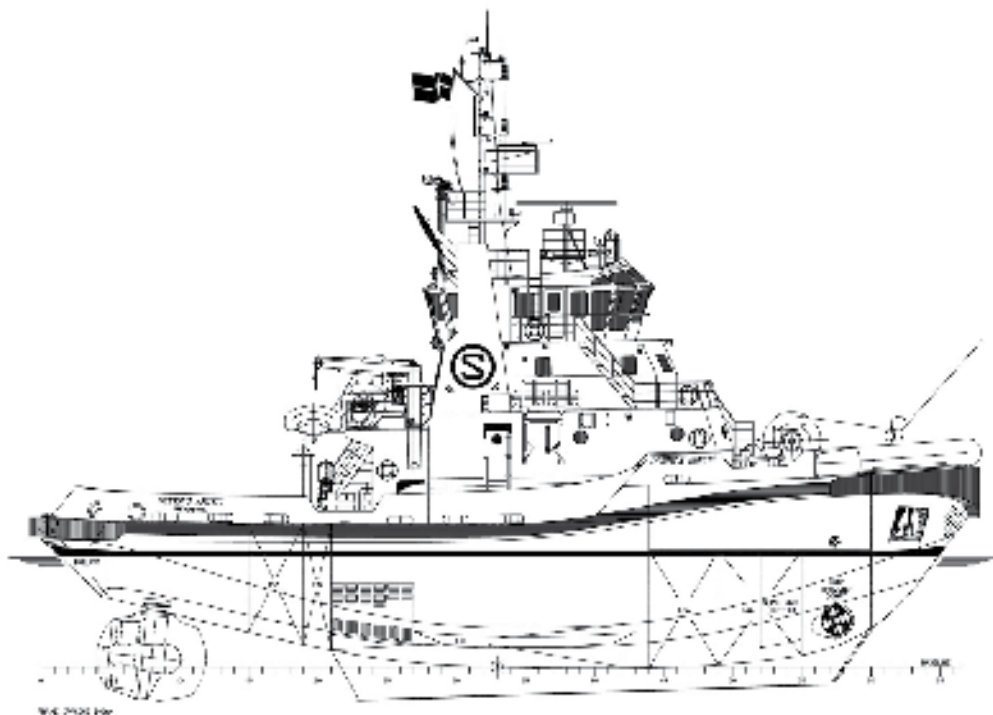
Maximum speed	13 knots
Bollard pull ahead	65 tonnes

### AUXILIARY POWER

200kW Volvo Penta TAMD 103A generator sets and one Volvo Penta TAMD 74C 100kW harbour set.

### EQUIPMENT

Split drum Rolls-Royce winch forward, single drum aft, Rolls-Royce 300kW bow thruster.



STEVNSARCTIC