



Tractor for Algeria

Cap Sigli is the first of a new model of azimuthing tractor tug built by UNV, Spain. It was designed in-house and incorporates some clever and practical features. Delivered to the Port Authority of Bejaia, it is the first azimuthing tractor to go into service at an Algerian port. Complying with Bureau Veritas notation, the vessel is equipped with a FiFi1 fire-fighting system, anti-pollution devices and is suitable for harbour, coastal and sea-going operation.

Well fendered all-round by Getysa, the hull measures 29.50m overall with a beam of 11.00m and has a maximum draft of 3.45m. Propulsion power is from a pair of Bloksma box-cooled MaK 6M20 diesels,

each developing 1,140kW (1,550hp) at 1,000 rev/min. These turn Rolls Royce type US 155 Z-drives, with fixed pitch propellers, mounted forward in true tractor configuration. On sea trials, which took place late in 2005, the vessel achieved a bollard pull of 35 tonnes and a free-running speed of 12 knots.

Electrical power is provided by three MAN driven generator sets, two at 105kW and a third harbour/emergency set of 44kW. However, the main engines drive the Kvaerner supplied fire-fighting system with two centrifugal pumps, each of 1,350m³/hr, via Kumera-Norgear step-up gear boxes. The space forward of the large open engine room provides store rooms and a workshop area.

OWNER

Port Authority of Bejaia, Algeria.

BUILDER

UNV, Valencia, Spain.

DIMENSIONS

Length overall 29.50m
Beam 11.00m

MAIN ENGINES

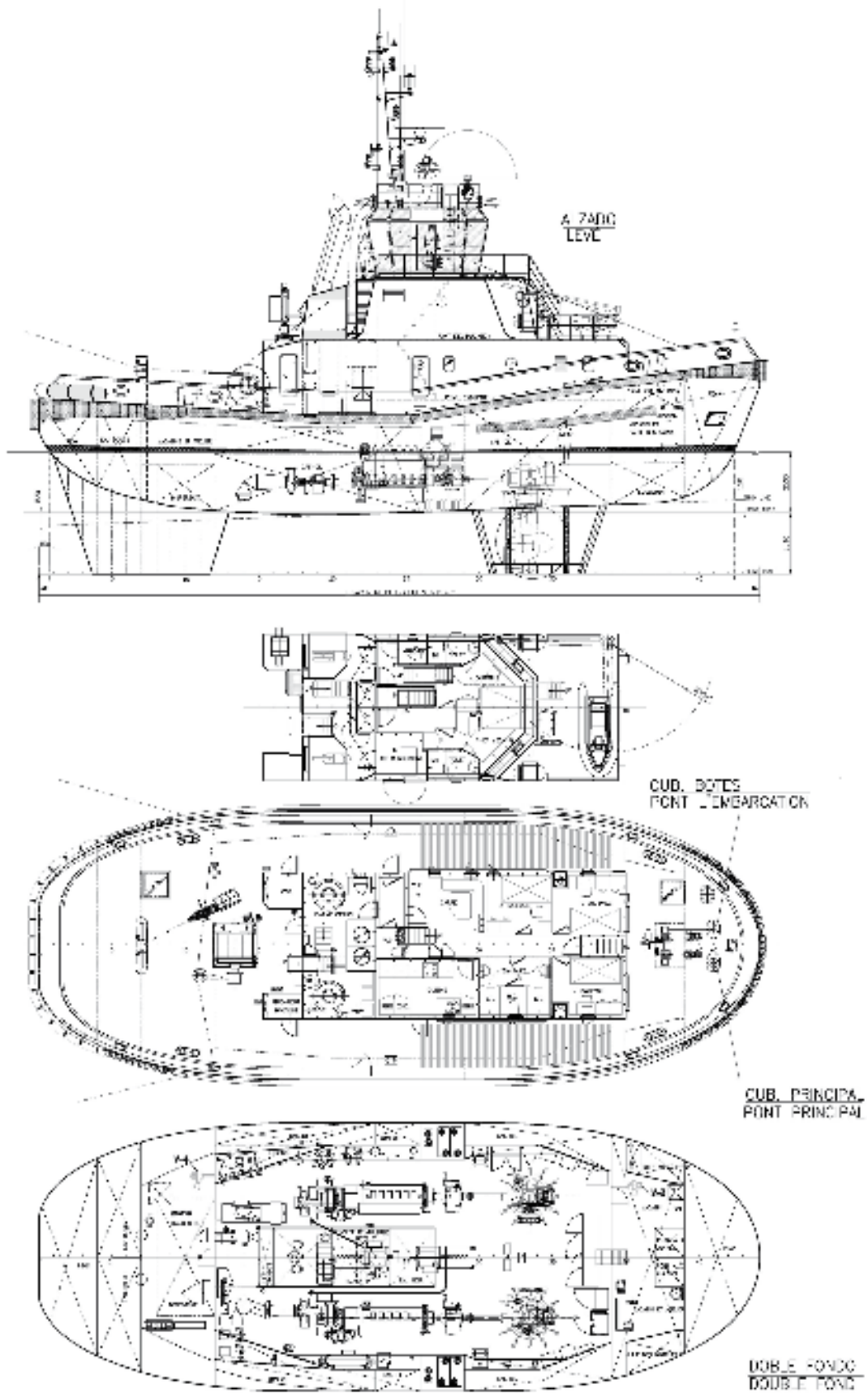
Two MaK 6M20 diesels, each developing 1,140kW at 1,000 rev/min.

PROPULSION

Niigata ZP-21 type Z-Pellers.

PERFORMANCE

Speed 12 knots
Bollard pull 35 tonnes



CAP SIGLI

The bulk of the accommodation is at main deck level with three twin-berth crew cabins, all with desks and wardrobes, grouped around a large sanitary space and alongside a mess room and separate well-equipped stainless steel galley. A sensible feature of the layout at this level is an additional toilet, which is accessible to both engine room personnel and deck hands without the need to pass through other 'clean and dry' accommodation areas.

The captain and chief engineer have single cabins with en suite facilities on the boat deck. The shape of the superstructure at

this level mimics the wheelhouse above by being an irregular octagon in plan albeit slightly larger to form a narrow 'walk round' bridge deck. This arrangement presents the occupants of the commendably compact wheelhouse with a practically unrestricted view of every deck area below. The exhaust casings are cut off below wheelhouse floor level to present the minimum obstruction to visibility.

The twin parallel control consoles, with chair between, are equipped with the usual array of electronic wizardry, which includes a GMDSS A2 set-up with Skanti MF/HF

and VHF (DFC) units. Furuno provided the Navtex, radar, GPS and echosounder, whilst the gyrocompass is from Simrad and the autopilot is a Navitron.

The main winch on the aft deck is a Hatlapa electro-hydraulic unit with a brake load of 87.5 tons designed to store 200m of 80mm diameter towing rope. A Mampaey towing hook of 40 tons capacity, together with an Ibercisa vertical capstan, are also fitted aft. On the fore deck is a Hatlapa anchor winch with two warping heads. A Cytecma deck crane with a capacity of 2 tons at 8m is also located on the boat deck.

