

Third ASD tug ordered

Marcon International Inc has brokered the sale of a third tug in the Ulupinar series.

In March, Remolcadores Dominicanos of Santo Domingo, Dominican Republic, committed to a third Robert Allan Ltd-designed azimuthing stern drive (ASD) tug newbuilding, in a deal brokered by Marcon. The Ulupinar series vessel will be built at Sanmar Denizcilik Makina shipyard in Tuzla, Turkey.

These tugs are intended primarily for harbour and ship assist duties, and the first one for Remolcadores, *Haina*, was delivered in January. The shipdocking and fire-fighting tug is classed by RINA and it will sail under its own power from Turkey to Santo Domingo, where it will be employed in ship assist work. On trials *Haina* achieved a maximum bollard pull of 45tonnes.

Delivery of the second ordered tug is scheduled for the first quarter of 2009, with the third due in the first quarter of 2010.

The class is built to a length of 24.4m, with a beam of 9.2m, a depth of 4m, and maximum draught of 4.4m. All three tugs ordered by Remolcadores are powered by a pair of Caterpillar 3512 main engines, generating 2460kW each at 1800rev/min, with Rolls-Royce Aquamaster US-155 FP azimuthing drives and high-efficiency nozzles.

The tugs can reach a speed of 12knots and are fitted with Skum hand-operated fire monitors with SMS centrifugal pumps delivering 650m³/h at 14bar.

The series of tugs is equipped with Rolls-Royce hydraulic towing winches fore and aft, giving them a coastal towing ability. Both winches have a maximum line pull of 23tonnes and line speeds of up to 45m/min.

The tugs are being built to high standards for crew comfort with special attention given to noise levels. Average sound levels of 60dB were recorded in the cabins while approaching full speed on trials, and can be as low as 55dB in some areas during low-speed manoeuvring.

Suited to many flag requirements, the Ulupinar class can meet a variety of

additional criteria from German, Italian, and French flag state rules if necessary. The dimensions and volume of the cabins, the size of the berths, lockers, sanitary spaces, stairs, ladders, corridors, and capacity of heating, ventilation, and air-conditioning are all designed and built as per ILO

regulations, which are the reference point of many European flag rules.

The first Ulupinar tug was delivered to Hans Schramm GmbH of Germany, in October 2007, and a total of 10 are under construction, all due to be completed by the end of 2010. **SBI**



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