‘SIR EDOUARD’

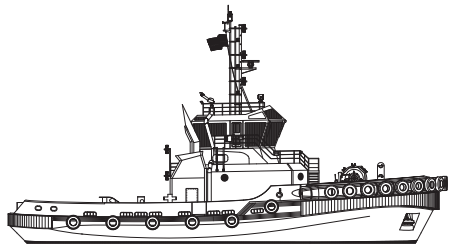
INDIAN OCEAN TUGS GET A BIG SISTER

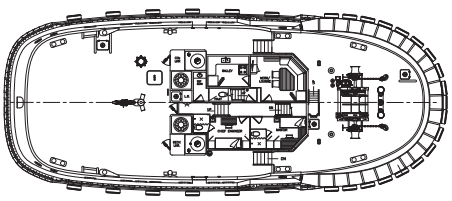
Robert Allan Ltd. has added yet another vessel to its popular RAstar 3200 Series design, this one constructed by Hong Kong’s Cheoy Lee Shipyards for the Mauritius Ports Authority.

The RAstar 3200 terminal support tug, ‘Sir Edouard’, was delivered on August 21, 2016 for operation in the country’s economic, cultural and administrative centre of Port Louis, on the island’s west coast.

The tug is named for Professor Sir Edouard Lim Fat who passed away last year at the age of 94. He was a well-known Mauritian personality equally noted for his contributions to the country’s growth and development at times of instability as for his personal qualities, particularly his sense of fairness in the face of injustice.

The RAstar tug family is designed with a sponsoned hull form, which has been proven in both model and full-scale testing to provide significantly enhanced escort towing and seakeeping performance. Motions and accelerations are less than half those of comparable sized “standard” tug hulls. This class of tug was selected by the Mauritius Ports Authority in order to cope best with the sea conditions existing outside the main harbour entrance and to provide an enhanced escort capability keeping pace with the demands of the growing port.





On trials, ‘Sir Edouard’ met or exceeded all performance expectations, with the tug recording a free running speed of 13.8 knots and a bollard pull ahead of 79.6 tonnes.

The vessel has been outfitted for a normal operating crew of six. The master’s and chief engineer’s cabins are located on the main deck along with the mess and galley, with two additional double crew cabins located on the lower accommodation deck.

The deck machinery comprises a ship assist split drum hawser winch on the bow with a drum capacity of 150 metres of 80mm synthetic line and a tow hook on the aft deck. The wheelhouse is designed for maximum all-round visibility with the forward control station providing an excellent view of both fore and aft deck working areas including the winch and tow hook.

Main propulsion for ‘Sir Edouard’ comprises two Caterpillar 3516C HD diesel engines; each rated 2,240kW at 1,800rpm, driving a Schottel, SRP 4000 fixed pitch Z-drive unit in an ASD configuration. The electrical plant comprises two identical Caterpillar C4.4 ship service gensets, each with a power output of 69ekW.

Ship-handling fenders at the bow consist of one 1,000 by 650 cylindrical fender at the bulwark level, with a row of 500 by 450mm “W” block type fenders on the hull below. 150mm “D” type fenders provide protection at the main deck sheer line, and 500 by 450mm “W” block type fendering is used at the stern.

A single fire monitor on the wheelhouse roof is available for assisting in fires and for spraying dispersant.

‘Sir Edouard’
SPECIFICATIONS

Type of Vessel:	Terminal support tug
Classification:	BV CLASS I, HULL, MACH, TUG, AUT-UMS, UNRESTRICTED NAVIGATION
Port of registry:	Port Louis
Owner:	Mauritius Ports Authority
Designer:	Robert Allan Ltd., Canada
Builder:	Cheoy Lee Shipyards, Hong Kong
Construction material:	Steel
Length overall:	32 metres
Beam:	12.8 metres
Draught:	5.49 metres
Depth:	5.37 metres
Main engines:	2 x Caterpillar 3516C HD diesels, each 2,240kW @ 1,800rpm
Propulsion:	2 x Schottel SRP 4000 FP ASD Z-drive units
Generators:	2 x Caterpillar C4.4 diesels, each 69ekW
Cruising speed:	13.8 knots
Bollard pull:	79.6 tonnes (ahead)
Winches:	Split drum hawser winch with 150 metres of 80mm line
Fuel capacity:	134m³
Freshwater capacity:	25m³
Accommodation:	6