

BOGAZICI

45 M - UTILITY VESSEL DP1 55 TBP

GENERAL INFORMATION



DESIGN FEATURES

This 55 Tbp Utility Vessel with DP Class 1 and Anchor Handling capability is exclusively designed for BOGAZICI to meet demands of international tug operators' requirements.

Overall design features provide operators a multipurpose platform for various tasks and features a wide range of capabilities, including tug and towage, anchor handling, offshore support, open sea towing, fire fighting, anti oil pollution, deck load carrying and dynamic positioning (DP). This all welded steel construction, high performance Utility DP1 Vessel offers a good stability and sea keeping together with an excellent manoeuvrability. The gross tonnage is abt. 944 metric tons. Principal dimensions are 45 meters in length overall, with a beam of 13.6 meters and service draught of 3,6 meters.

A pair of diesel engines, each rated for 1768 kW and driving through reduction gears, provides main power, whilst 400 kW bow and stern thrusters ensure substantial station keeping. The propulsion system consists of four bladed controllable pitch propellers inside fix nozzles. This combination gives the vessel a free running speed of over 13.5 knots, and a bollard pull of minimum 55 tonnes (expected 58 Tbp). The large fuel bunker and fresh water capacity supported with a 5.2 m³/day fresh water generator gives the vessel a long operation radius. Thus the vessel has had flexibility of carrying out long distance towing and supply works.

- I ✘ HULL + MACH
- TUG
- FIRE FIGHTING SHIP 1
- WATER SPRAYING
- UNRESTRICTED NAVIGATION
- ✘ AUT-UMS
- DYNAPOS AMAT (DP 1)





Wheelhouse of the vessel, completely insulated and lined, is designed as a combined wheelhouse, chartroom and radio room and is equipped with control consoles, radars, alarms, chart table and navigation desk and provides maximum visibility at any direction, especially for the best visibility of aft winch in every weather conditions.

The control consoles contain main engines' controls and readings, propellers' controls and readings, master stick for propeller controls, FiFi monitors' control panel and aft towing winch control panel, bow thruster control unit, wipers' control, deck light and projectors' switches and alarm panels.

Frequency of use and importance of such devices are the main criteria while designing user friendly control consoles which aim to give to the master a full access to every important information on time for keeping the vessel up and running.

Navigation & Communication

The wheelhouse is equipped with extensive nautical and communication equipments consisting of magnetic and gyro compass systems, AIS, speed log, SVDR, DGPS, radars, echo sounder, EPIRB, NAVTEX,, VHF/FM and MF/HF radios, GMDSS, Inmarsat-C, SSAS system sets. All exterior communication systems comply with international requirements for navigations in area A3 of GMDSS system.

Dynamic Positioning (DP 1) feature gives the vessel capability of providing support to various duties, inter alia, in oil industry, pipe-laying, cable laying, underwater duties and offshore support. To meet those duties the vessel is equipped with DP control system.

DECK EQUIPMENT

This BOGAZICI vessel is equipped with a 150 tonnes brake load Waterfall type hydraulic aft towing winch having main drum capacity of 1000 meters and an auxiliary drum capacity of 400 meters steel towing wire for salvage operations , tandem towages and anchor handling operations.

The vessel is also equipped on the forecastle with an electro hydraulic 35 kN nominal pull anchor windlass for anchoring. The aft deck contains various equipments such as a stern roller of 200 t SWL, a 70 t SWL towing hook, two 5 tonnes tigger winch, a combination of 200 t SWL electro hydraulic operated anchor handling Fork and Towing Pin, a rescue boat davit and a knuckle deck crane of 3.6 t SWL at 10.75m. Timbersheated and equipped with Cargo rails , aft deck has a strength capacity of 5 tonnes/sqm and container fixtures to carry and transport 6 units 20ft ISO containers at Cargo deck area of 180 m².





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ENGINE ROOM



Spacious engine room of the vessel is well arranged to maintain all equipments accessible in there . Another feature is that anti skid aluminium floor makes all valves and pipes accessible under floor as well.

The vessel is powered with a pair of box cooled diesel engines each rated 1768 kW @ 1000 RPM and her propulsion system consisting of controllable pitch propeller inside fixed nozzles and additional two tunnel thrusters.

The spacious engine room has an air conditioned Engine Control Room with the most modern electronic power management and advanced monitoring systems. Fuel separator provides the engines with the highest possible clean fuel. Also equipped with an oily water separator and sewage treatment installation, the tug boat meets the latest IMO regulations.



Fire Fighting

The vessel is designed, equipped and built to meet Fire Fighting 1 standards and classification requirements by a pair of water/foam monitors with a capacity of throwing 1200/300 m³/h and a deluge water curtain system . Both monitors to be controlled either from the wheelhouse or at the monitors.

ACCOMMODATION

The vessel's accommodation spaces are designed and constructed to provide ship crew with maximum safety and comfort in line with the international rules and class requirements. Moreover, space distribution, types, number, and dimensions of accommodation equipments and fittings, as well as the used materials meet the class, SOLAS and other applicable international shipping rules.

All the accommodation spaces are fully covered with floating floors. The panels are fireproof and heat insulated. These spaces which are fully heated, air conditioned and decorated with first class, user friendly materials, consist of ;

- 1 x Captain's Cabin
- 1 x Chief Engineer's Cabin
- 1 x Engine Officer Cabin
- 1 x Deck Officer Cabin
- 3 x Crew Cabin (2 persons)
- 2 x Special Person Cabin (4 persons)

- 1 x Hospital
- 1 x Messroom
- 1 x Laundry
- 1 x Galley
- 1 x Cold Room of 20 m³
- 1 x Provision Store of 50 m³





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