



BOGAZICI
HAS DELIVERED M/TUG BOGAZICI 22 (later named MARCANDREA)
TO
SOMAT S.P.A. of ITALY

In February , 2016 Bogazici Denizcilik A.S. (BOGAZICI) has delivered a a new building 70+ TBP ASD escort tug “Marcandrea” (ex-Bogazici 22), an azimuth stern drive escort tug vessel built under the design CND-15055. This vessel is one of the latest tugs of the popular tug series built by BOGAZICI and designed by CINTRANAVAL-DEFCAR featuring the following;

- The hull lines and appendages are specially and carefully designed to obtain an excellent escort performance, without compromising any other particular of the vessel. In fact, one of the main significant particulars of the design is that the vessel has a comparatively shallow draught
- The vessel also has an ample and free of obstacle fore area that eases the escort and towing operations.
- The vessel has a good seakeeping, and particularly during escort operations, when the vessel is working with the fore winch and sailing ahead, the raised forecastle deck minimises the water on deck.
- Additionally the vessel is equipped a strong fender system that protects the vessel’s hull.
- The wheelhouse is specially conceived to have an excellent visibility all around the vessel and very good ergonomics.

The vessel, built for Somat S.p.a. – Italy and further to her formal delivery she headed for Italy and safely arrived her homeport Trapani.

The all welded steel construction vessel is certified by Bureau Veritas with;

I ✕HULL✕ MACH; Escort Tug; Salvage tug; Fire fighting ship-1; -Water spraying; Oil recovery ship SECOND LINE , Unrestricted navigation; ✕AUT – UMS; ✕AUT – PORT ;CLEANSHIP, INWATERSURVEY

Overall design features, good stability and sea keeping capability together with an excellent manoeuvrability provide to the operators a multipurpose platform for various tasks such as escort services, assisting the berthing and unberthing of vessels at harbour premises and terminals, fire fighting, oil recovery, pulling and pushing during vessel’s mooring manoeuvrings, open sea and harbour tug services from the stern, aft and sides, anchor handling and deck load carrying such as optionally 3 x 20’ container carrying, as The ample and free deck in the aft is reinforced for loads up to 5 t/m²

The large fuel bunker capacity and fresh water quantity give the tug opportunity and flexibility of carrying out long distance towing and supply works. Wheelhouse of the BogaziciEscort series is specially designed for a maximum visibility at any direction, especially for the best visibility of fore and aft winches in every weather conditions. Hereabove mentioned have been confirmed by almost all owners so far.

The tug boat is powered with a pair of NRF box cooled Caterpillar 3516C/D rating engines, each of them delivering 2,100 kW at 1,600 rpm to a pair of Schottel rudder propellers SRP 1515CP with 4 bladed 2600 mm. Ø controllable pitch propellers. This combination gives the tug boat a bollard pull of over 74 tons ahead and a free running speed of over 13 knots.

Two Caterpillar C7.1 generator sets running at 1,500 rpm produce 100 kW each an one harbour generator produces 68 kW . Alfa-Laval fuel separator provides the engines with the highest possible clean fuel. The vessel is equipped with most modern Fire Extinguishing System of NOVEC 1230. Also equipped with a Facet oily water separator and Facet sewage treatment installation, the tug boat meets the latest IMO regulations.

The tug is equipped on the forecastle with a Kraaijeveld made ,hydraulic 80 tonnes rendering force (on hydraulic pressure) and 200 tonnes brake load fore towing winch combined with anchor windlass for escort duties and anchoring. The winch is designed to accommodate 200 meters UHMWPE synthetic wire Ø54 mm in 4 layers.

The tug is also equipped with a , Kraaijeveld made, 200 tonnes brake load double drums hydraulic aft towing winch having main drum capacity of 800 meters steel towing wire of 52 mm circumference and auxiliary drum capacity of 400 meters steel towing wire of 52 mm for salvage operations , tandem towages and anchor handling operations. A towing hook with a standard working load of 70 tonnes is mounted on the towing bit and then a hydraulic towing pin is located on the aft deck. A stern roller of 1,000 mm x 3,000 mm with 130 SWL is fitted in the tug's stern. A Palfinger deck crane with 1100 kg at 10,0 m lifting capacity and certificated meeting ILO rules, is also a part of the deck layout. A rescue boat is located on the boat deck.

Principal Characteristics

Designer	CINTRANAVAL – DEFCAR / Spain
Length Overall	32.50 m
Length B. P.	27.60 m
Breadth Moulded	11.70 m
Depth	5.60 m
Draft moulded	4.30 m
Gross Tonnage	463 tons

Complement

Crew at sea 6 people / Crew at port 3 people / Complement 10 people

Tank Capacities

- Fuel	- 239.34 m3
- Rec Oil	- 53.75 m3
- Fresh Water	- 25.80 m3
- Sewage	- 5,0 m3
- Dirty Oil	- 3.6 m3
- Sludge	- 3.6 m3
- Bilge Water	- 5.13 m3
- Lub Oil	- 5.00 m3
- Foam	- 22.28 m3
- Ballast Water	- 70.35 m3
- Sea Water	- 19.00 m3

Free Running Speed at full power 13 knots

Bollard Pull Aft Towing (Ahead at 100% MCR) 74,85 tonnes

Services / Capabilities;

Berthing and unberthing of vessels at harbour premises, Pull and push during vessels mooring manoeuvrings, Escort services, Open sea and harbour Tug services from the stern, Fire Fighting services , Salvage services, Oil recovery services .

Classification Society ; Bureau Veritas

Classification I ✕ HULL ✕ MACH, Salvage Tug ; Fire Fighting Ship 1; - Water Spraying ; Oil recovery Second Line; Unrestricted Navigation ; ✕ AUT-UMS ✕ AUT-PORT ; Cleanship; IWS