

Major mods made for harbour version

A recent delivery from Bogazici is the new ASD harbour/escort tug *Diamond N* (originally designated *Bogazici 5*). Designed by CintranaVal-Defcar, this is the first tug of a pair being built for the new owner; Henford Logistics Ltd of Hong Kong. Both tugs will operate for the Novoflot Company in the Yuzny Port, Ilyichevsk Odessa region, Ukraine.

The basic design of the vessel is based on the existing well-proven Bogazici Escort Series but with significant differences. This new harbour version has lost an accommodation deck compared to earlier built vessels for Smit and Adriatic Towing, necessitating major layout modifications and there have been some significant equipment changes.

The all-welded steel construction vessel has an identical hull to its predecessors, measuring 32.50m x 11.70m. Classed by Bureau Veritas and as a salvage tug with FIF1 and unrestricted navigation, the vessel has a similar Caterpillar 3516B/Schottel 1515 CP Rudderpropeller propulsion system, although the Cats have a fractionally increased output of 2,100hp each. The builder advises that this gives the vessel a bollard pull of 67.3 tonnes and a free-running speed of 13 knots.

As in the earlier versions, the main engines power a FFS supplied fire-fighting system through Kumera Norgear step up gearboxes. NRF box coolers provide the engine cooling but the three 130kW generator sets are now from Caterpillar.

The original layout of the engine room and the forward accommodation has been retained with one four-berth and one two-berth cabins located forward of the control room.

On main deck, however, there are major changes. By losing the ship's office, relocating a provision store and moving the galley and mess further aft it has proved possible to incorporate an extra cabin on the deck to provide one single each for the captain and chief engineer and a twin for two crew. All have en suite facilities.

This new arrangement has



allowed the entire bridge deck of the earlier versions to be discarded.

Out on deck there have also been some changes. The winches are now supplied by MacGregor Plimsoll, although of similar specification to the Turkish

equipment previously fitted with a 200 ton brake load on the single drum unit forward and 130 ton brake load on the double drum unit aft.

The Data towing hook is now swung from the port side of the deck house rather than the bitt

and a Palfinger deck crane has been relocated on the starboard aft quarter of the larger, full 'walk-round' bridge deck.

Delivery of the sister vessel, named *Agat N*, to the same customer and location, took place in mid-October.