



# "SMIT AMANDLA"

Deep Sea/Ocean-Going Tug



**PURPOSE BUILT FOR RESCUE TOWAGE ON THE SOUTH AFRICAN COAST**

## **SPECIFICATIONS**

|                  |                            |
|------------------|----------------------------|
| Classification   | Lloyds + A1 Tug + LMC      |
| Built            | 1976, Durban, South Africa |
| Flag             | South African              |
| Port of Registry | Cape Town                  |

## **MAIN DIMENSIONS**

|           |         |
|-----------|---------|
| Length OA | 94,6 m  |
| Breadth   | 15,8 m  |
| Depth     | 8,6 m   |
| Draught   | 7,52 m  |
| GRT       | 2 899 T |
| NRT       | 870 T   |

NOTICE: The data contained herein is provided for convenience of reference to allow users to determine the suitability of the Company's equipment. The data may vary from the current condition of equipment which can only be determined by physical inspection. Company has exercised due diligence to ensure that the data contained herein is reasonably accurate. However, Company does not warrant the accuracy or completeness of the data. In no event shall Company be liable for any damages whatsoever arising out of the use or inability to use the data contained herein.

## PROPULSION

2 Mirrlees 16 KVR Major four-stroke diesel engines driving a single CPP in a fixed nozzle.

Main Engine Power Output: 14 317kW

Twin rudders and a 800 BHP bowthruster provide the necessary maneuverability.

## SPEED

The maximum speed in excess of 20 knots enables fast mobilisation to a casualty.

## BOLLARD PULL

181 tonnes

## TOWING

Two friction winches, with static loads of 320T and 180T incorporating spooling winches storing 2 000m of 70mm and 56mm diameter wire towing hawsers respectively. The system also includes 2 (two) drum bridle winches and a comprehensive stock of wire pennants, chains, shackles, towing springs and a spare 70mm tow wire.

## AUXILIARY ENGINES

2 x MAK (4M351AK) and 2 x MAK (8M281AK) generators delivering a total of 2600 KVA.

| <b>FUEL CONSUMPTION / ENDURANCE / RANGE</b> |  |                         |                  |              |
|---|--|-------------------------|------------------|--------------|
| <b>Operation / Speed</b>                    |  | <b>Fuel Consumption</b> | <b>Endurance</b> | <b>Range</b> |
| <b>Running Free</b>                         | Maximum Speed (20+ Knots)                                | 42 Ton/day              | 38 days          | 18,240 Nm    |
|   | Economical Speed (13 to 15 Knots)                        | 22.5 Ton/day            | 70 days          | 23,520 Nm    |
| <b>Towing</b>                               | Oilfield Exploration / Rig Type Structure (4 to 5 Knots) | 40 Ton/day              | 40 days          | 4,320 Nm     |
|   | Ship Shaped Structure eg FPSO (6 to 7 Knots)             | 40 Ton/day              | 40 days          | 6,240 Nm     |

## **NAVIGATION EQUIPMENT**

|                            |   |
|----------------------------|---|
| Automatic pilot            | AIS Furuno  |
| 2 x ARPA radars            | Wind speed and direction indicator                |
| Off-course alarm           | VHF Direction Finder                              |
| Doppler speed log          | Radio Direction Finder                            |
| Gyro & magnetic compasses  | Echo sounder with depth alarm                     |
| 2 x GPS Navigation systems | 2 x (fwd and aft) Remote controlled search lights |

## **ACCOMMODATION**

Accommodation for a total of 38 Persons including : 28 Officers, Crew and 6 Cadets and a 4 berth sick bay in case of emergency medical treatment being required.

## **FIREFIGHTING EQUIPMENT**

Fi-Fi equipment includes two fixed remotely operated water monitors capable of dispensing water at 600 m<sup>3</sup>/hour high above the water line. Capacity to equip 10 trained fire fighters with fully self-contained firemen's outfits and auxiliary fire-fighting equipment.

## **COMMUNICATION EQUIPMENT**

Full GMDSS communications system : SAT-C (including telex), MF, HF and VHF. SAT-B (including voice, fax and data capabilities) weather facsimile receiver, fixed and portable VHF sets as well as telephone communications between all major control stations, public spaces and cabins on board.

## **ADDITIONAL FEATURES**

Some of the additional features on board are:

- lifting equipment which includes 1 x hydraulic crane & smaller portable pneumatic hoists,
- a power supply capable of providing 1 500 kW at 440 AC to disabled vessels,
- 2 x fixed salvage air compressor of 410 and 960 m<sup>3</sup>/hour respectively; 1 x portable salvage air compressor of 200 m<sup>3</sup>/hour;
- a 110 HP workboat, a 20 HP lifeboat as well as 2 semi-rigid rubber boats with 40 HP outboards,
- an on board salvage store to cater for immediate rescue / salvage requirements including a range of portable salvage pumps and hoses.