SOLD - 29.15m Voith Tug

Listing ID - 1251480

Description	**31.25m ASD Harbour Tug**
Date Launched	1972
Length	29.15m (95ft 7in)
Beam	9.49m (31ft 1in)
Draft	5.15m (16ft 10in)
Note	334.59 tonnes
Location	Auckland, New Zealand
Broker	John Kearns john.kearns@seaboatsbrokers.com +64 21 400 805
Price	SOLD

This is a great opportunity to own 29m Voith Tractor Tug with 20 TBP. Built to Lloyds Class by Whangarei Engineering in 1972. She must be sold.

The “Tamaki” is a 29.15m Voith Schneider 20.9 tonne bollard pull harbour Tractor tug which features twin forward mounted “Voith” propulsion units with a deep aft skeg. A central “Sole Plate” is fitted between the Voith units.
The vessel has three decks with the engineering and tankage below the hull deck line with the bulk of the accommodation on the main deck.
The bridge deck has the wheel house forward of amidships above the accommodation deck. There is a single fire monitor on the “Monkey deck” built up aft of the wheel house and one mounted above the aft accommodation.
Substantial solid rubber fenders are fitted fore and aft.

GENERAL SPECIFICATIONS

LOA: 29.15m
Beam (Moulded): 8.54m
Draft (Moulded): 5.15m
Draught: 4.021m
Displacement (SW): 334.59 tonnes
Gross Tonnage: 214.62 Tons
IMO number: 7226550
Official number: 349012
Port of registration: Auckland
Call sign: ZMR3166
Bollard Pull (Direct): 20.9 Tonnes
Yard number: 130

CONSTRUCTION

The vessel was built to Lloyds class by Whangarei Engineering, New Zealand to a design by J M Voith GmbH Germany and commissioned in August 1972. She is of welded steel construction on formed steel frames, stringers and fore and aft girders. There are 5 water tight bulkheads throughout the hull. Integral tankage is forward and aft and along keelson area in the engine room.
All steel surfaces have been prepared and finished with appropriate marine coatings.

LAYOUT

The forepeak on the main deck is accessed from the foredeck only and is utilised as a ballast tank. Aft of the forepeak is the rope locker and general stowage and twin chain lockers.
The next area aft is the engine room which has the twin “Voith” units and its associated machinery. Access to this area is from the cat walk that runs above the engine room.
The engine room is on two levels with access to this area from doors fore and aft at deck level to a cat walk then stairs down to the lower deck.
The twin main engines are centrally mounted with the two power generating plants at the forward outboard end. A workshop with bench and work shop equipment is located aft to port of the main engines. The main electrical control board is situated in the control room at the forward end of the cat walk above engine room.

At the aft end of the lower deck to starboard is the crew cabin with 4 berths and adjacent to port is the drying room, these are accessed down stairs from the main accommodation deck.

The main accommodation deck has the master’s cabin forward to starboard, with the Chief engineer’s cabin and mate’s cabin opposite to port with the mess area and galley directly aft of the master’s cabin, just aft of the mess area is the engine control room.
A central passage way leads forward and there is access forward and to port on to the main deck. Adjacent to the galley to port is a washroom with hanging lockers, shower and washbasin. Forward of the washroom are stairs up to the bridge deck.
Aft across the cat walk is the crew mess to port and to starboard is the crew’s ablution block and access to the main aft deck. There is access from here down to the aft crew cabin.
The cabins are tidy with Formica panelling and mahogany joinery and trim. The deck heads are Ceratone type panels. The bridge deck has access out aft and internal access up from the main deck.

MACHINERY AND ENGINEERING

The two main engines are English Electric 6 CSRKM turbo diesel engines which develop 920 B.H.P each at 620 rpm.
These drive forward to a pair of Voith Schnedier 24E/150 six bladed units. The units are mechanically controlled.
These engines had logged approx. 16 766 hours at the time of my inspection.
The main engines are air start and are monitored from the control room.
There are two 95 B.H.P Caterpillar D330 auxiliary engines, coupled to Stamford “C” 75 KvA alternators that supply ships electrical power.
The Merryweather fire pumps are driven off a PTO on the port main engine and delivers 2000 G.P.M @1800 rpm to the 2 Merryweather dual purpose marine monitors.
The engine room also houses the Ruston-Hamworthy air start compressor and receivers, and all the ships electric pumps.
A small single cylinder diesel engine drives an emergency fire pump. This is located in the forepeak store.
Fuel is carried in 5 tanks including the daily service tank with a total capacity of 36.69 tonne.
Fuel consumption is approx.135 Litres/hour economical steaming and approximately 360 Litres/hour at full speed. Lube oil capacity is 2 tonne and fresh water capacity is 16.08 tonne.
The engine room area and its associated equipment all appears to be in reasonably tidy condition.

ELECTRONIC AND ELECTRICAL

Primary ships AC electrical power is provided by the 2 x 75 KvA alternators. Voltage is 400 volts, 3 phase and 220 volts.
DC voltages are primarily 24 volt with some 12 volt services
Electrical circuits are monitored and controlled in the control room.

WHEEL HOUSE

The wheelhouse is accessed internally from the main accommodation deck and aft to starboard onto the bridge deck and above the aft accommodation. The wheel house is large and well laid out with good all-round visibility. The tug Master has a central operating position with the Voith controls centrally mounted forward. There are also secondary Voith controls on the Fly Bridge.
Amidships aft is a small chart area.
Bridge Electronic equipment includes:
1 x Furuno 1830, 24nm Radar.
1 x Ships intercom
Extra equipment includes
Ships Compass, and wipers on the forward and aft windows.
Two enclosed panels house AC and DC electrical circuits.

DOMESTIC EQUIPMENT

The galley area is compact and well laid out with a stainless steel sink top and basin and Formica work space. A Zip Electric Hot water provides boiling hot water.
Domestic galley equipment includes:
Kelvinator fridge/freezer
Atlas Cook top with 4 electric hotplates and oven
The heads are all porcelain bowls Raritan electric type with macerator flush. Black water is treated by the Raritan toilets.
The showers and vanities have pressure hot and cold water.
Electric panel heaters are fitted in all cabins and in the wheelhouse.

FIRE FIGHTING.

The Tamaki is equipped with 2 high pressure water and foam monitors fitted on the monkey deck above the bridge deck and above the aft accommodation. There are also 8 outlets, 4 to port and 4 to starboard just aft of the wheelhouse.
Approximately 4 tonnes of AFFF foam compound is carried in 2 tanks.

Portable extinguishers are provided through out the vessel with additional systems in the engine room Appropriate and alarm systems are also provided.

EMERGENCY EQUIPMENT

RFD Liferaft with Hydrostatic release
3 Life rings
A 406 Epirb is provided.

DECK EQUIPMENT

The foredeck has a Norwinch Hydraulic anchor capstan with twin gypsies and horizontal warping drums. Both gypsies are loaded with the twin Stockless 275kg anchors on 1-inch stud link chain roads.
Large bits and fair leads are fitted on the fore deck.
On the aft deck is the Knief K20 type tow hook. A Norwinch vertical capstan winch is also fitted in the deck on the port side of the towing hook.

SURVEY STATUS

The vessel was built to Lloyds Class 100 A1 Tugs with IMC and was maintained to MSA class IV, V, VIII.
The NZ safe ship management survey was completed in July 2013 but the SSM certificate has been suspended since December 2014.

SUMMARY

Tamaki appears to have a good reputation as a capable harbour tug.
This vessel is now over 40 years old and some parts may start to become difficult to obtain.
The Tamaki had some major overhaul back in 2013 and reputedly had bottom plating replaced and her starboard Voith unit serviced at a cost of over NZD 400,000. From the reports she appears to be a reasonably sound vessel.

The vessel is lying at the Port of Auckland, New Zealand. To receive arreange inspection please contact:

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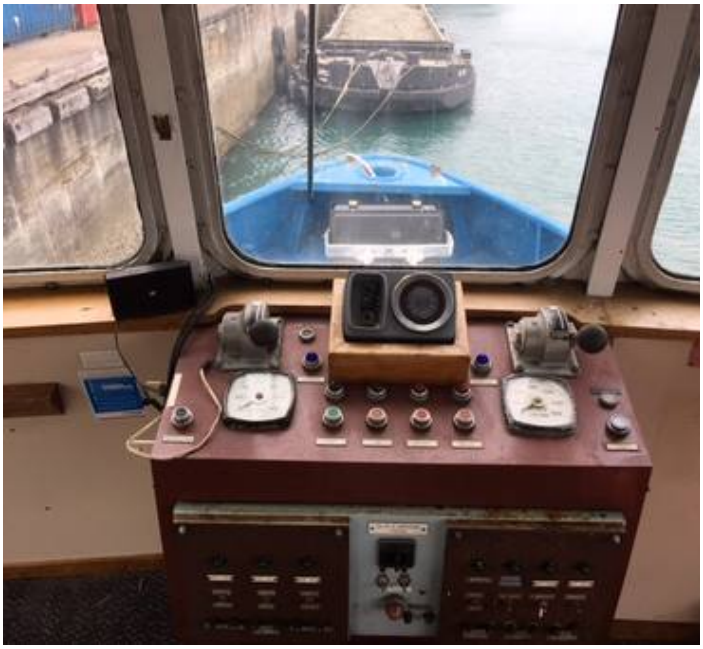


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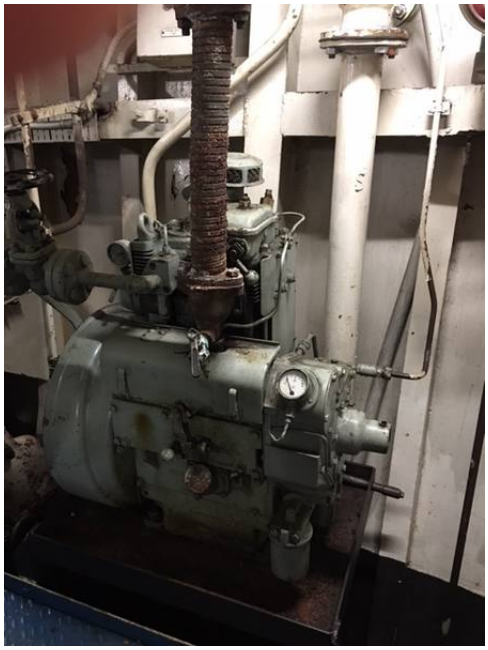


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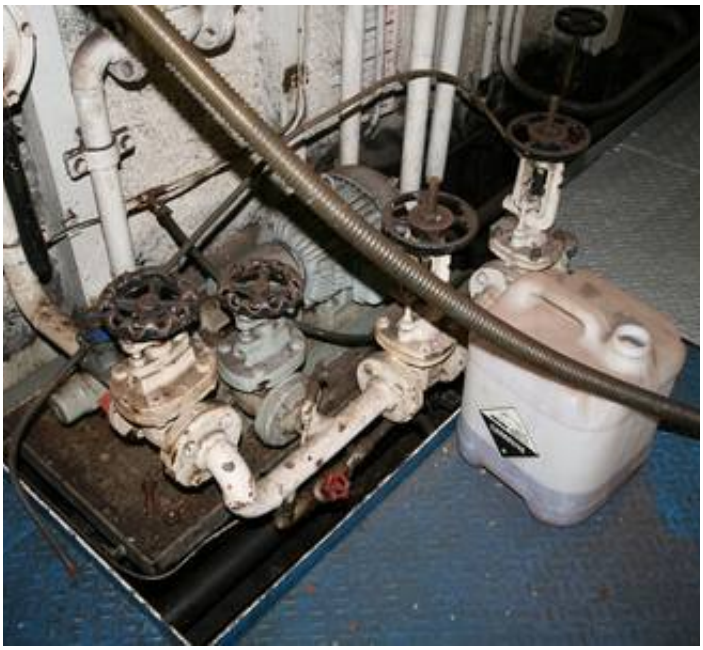

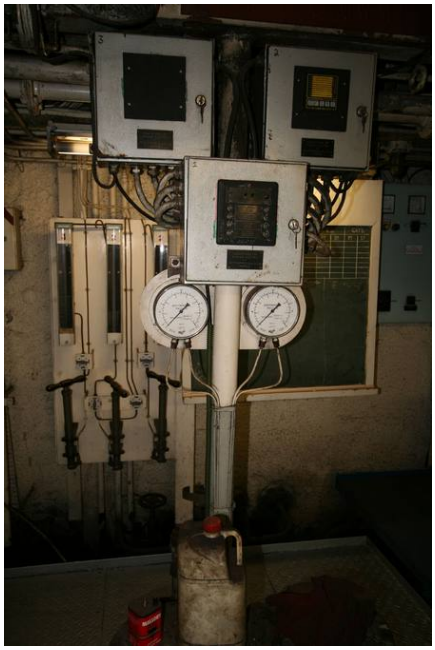


Escape

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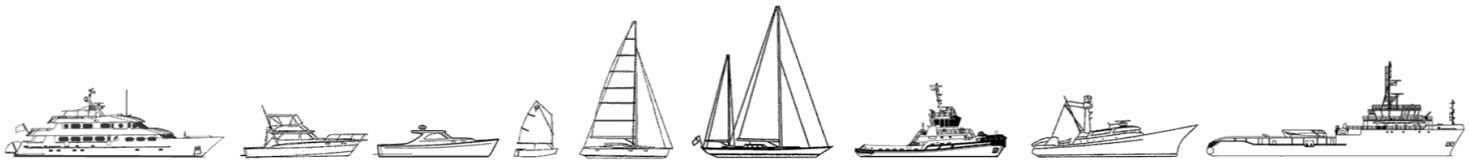

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