'PMG Tarka'

26m Tug for Anchor Handling & Dredge Support

Vessel built for offshore and coastal services, towing, anchor handling and dredge support and various marine support operations.

Flag: Australia Year Built: 2004
Class: Bureau Vertias 3/3 (E) Unrestricted Area *Mach* tug
Call Sign: VNZ2242 IMO No: 9295622
MMSI No: 503045490

Dimensions
LOA: 26m Breadth Moulded: 9.3m
Draft Loaded: 2.6m GRT: 212 Tonnes

Machinery
Main Engine: 2 x Caterpillar 3508 B TA
Total Output: 1650 bkW (2244 bhp) @ 1600 rpm
Gearboxes: 2 x Reintjes WAF 562L 5,421:1
Generators: 2 x John Deere 4045 TF258 87kVa,
1 x John Deere 6068 TF258 for Hydraulic Power

Capacities
Fuel Oil: 130m³ Fresh Water: 28m³

Performance
Speed Maximum: 11 knots
Engine Horsepower: 2 x 1099.2 HP / 820KW
Type of Fuel: Diesel

Safety
Fire Fighting / Pollution Control / Safety Equipment to Statutory Requirements.

Communications
Fully Outfitted Navigation & Communication Equipment including GMDSS A3 / Satellite Phone / Fax / Email system.

Accommodation
Accommodation for 7 in 5 cabins

Towing Equipment
Bollard Pull: 30T
Towing Winch: Ridderinkhof, 50T @ 6m/min.
Double Drum 1 x 600m + 1 x 300m 36mm
Tugger Winch: 6T Pull
Deck Crane: HS Marine AKC 155HE4 7.5T @ 15m

Sweep Bar
Removable Damen Dredging Plough (Sweep Bar) Syst.
25T rated A Frame
2 ploughs available: 10m standard Damen plough
10m jetting plough (for breaking up harder material)

A Frame
25T rated stern mounted A Frame

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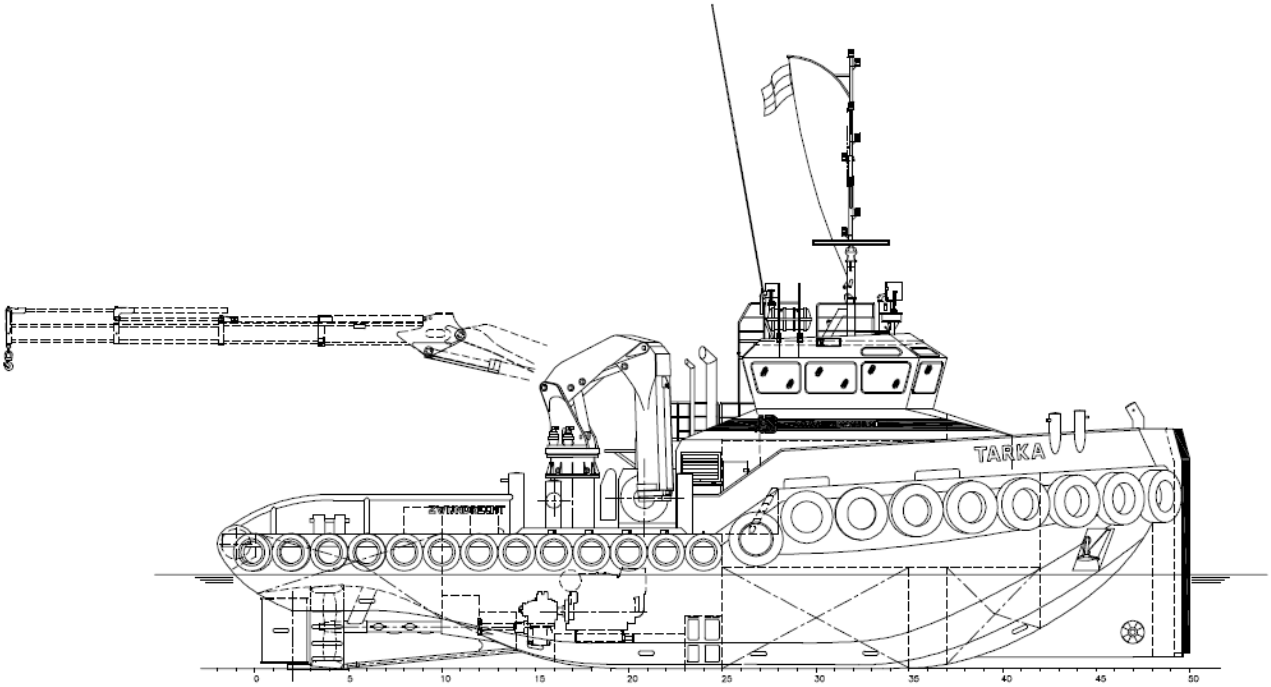
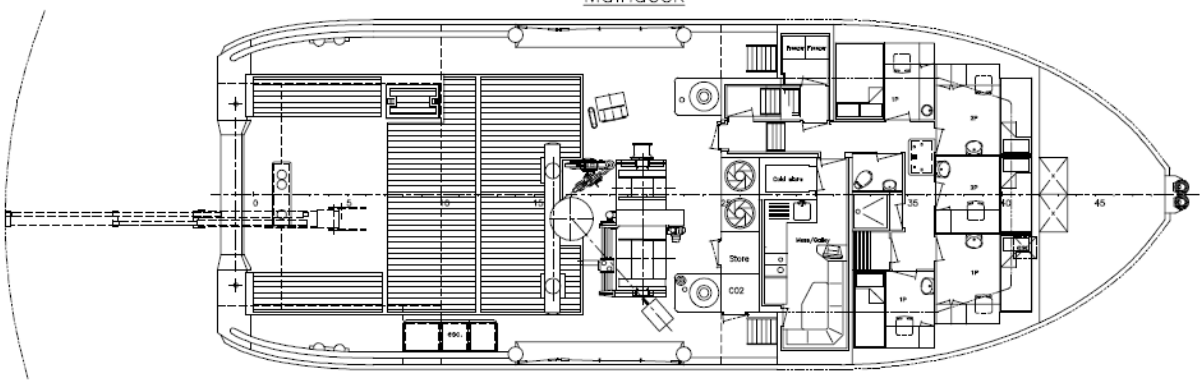
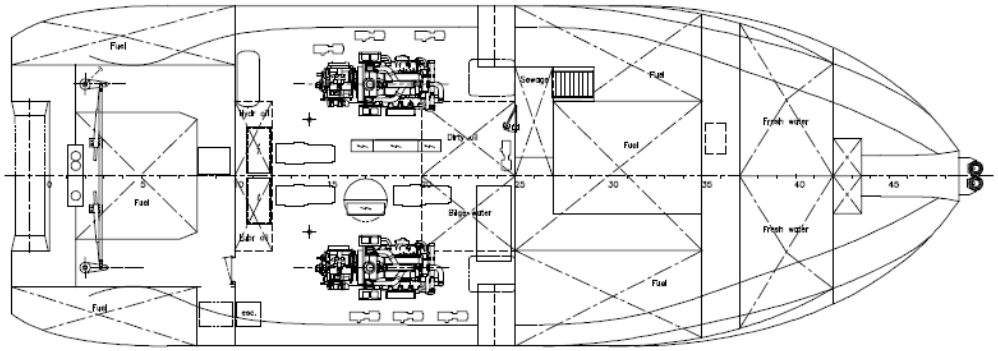
Technical Drawings



Maindeck



Below maindeck



Dredging Plough Operations

Sweep Bar Dredging operations, also known as Drag Bar operations or Dredging Plough operations, offer an environmentally friendly dredging solution with no dredge material being exposed to air - so no potential acid sulphate soil issues, and no land based disposal issues. Seabed material is simply moved underwater. High spots are moved underwater and deposited in low spots.

Tarka has a Damen designed and supplied Plough system consisting of A Frame, 2 x ploughs (one for softer material, and one for stiffer materials), winches, controls, cables and procedures.

The plough is suspended beneath the vessel A frame at a known height, and is restrained by cables connected to the bow of the vessel – see sketch. The tug drags the plough in a systematic manner, cutting down the high spots and depositing the cut material over low areas nearby. The progress is monitored via onboard electronics and confirmed by post dredge survey.

If material stiffer than the usual marine muds / sands / silts is encountered, PMG also has a Damen water jet fitted plough. This plough is fitted with water jet nozzles all over the plough's cutting faces, and when connected to pumps on the deck of the Tarka, these jets break up stiffer material, allowing the plough to once again cut down the high spots and deposit material in low spots.