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# BRP LAPU-LAPU AND BRP FRANCISCO DAGOHOY

## LOCAL BUILDER DELIVERS PATROL BOAT PAIR TO PHILIPPINES FISHERIES

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Josefa Slipways recently completed the successful speed and endurance trials, and subsequent delivery, of two 50-metre multi-mission offshore vessels (MMOV) for the Philippine Department of Agriculture – Bureau of Fisheries and Aquatic Resources (DA-BFAR).

The Bureau Veritas-classed sisterships, DA BFAR MMOV 5001 (*BRP Lapu-Lapu*), and DA BFAR MMOV 5002 (*BRP Francisco Dagohoy*), were commissioned to combat illegal fishing based in Philippine waters.

With the local fishing industry losing billions of dollars to illegal, unreported, and unregulated fishing, these floating assets provide the country with greater capability to properly implement ocean law

and regulation, thereby safeguarding the dwindling and fragile marine resources in some of the critical parts of the Philippines' 200-mile exclusive economic zone (EEZ).

The multi-mission capability of the vessels also affords the flexibility to lead in disaster relief and/or rescue operations, as well as to serve as platforms for fisheries research and to conduct monitoring, control and surveillance (MCS) activities in "High Seas Pocket 1" in Philippine waters.

Their seakeeping properties were designed around a brief of operational capability in Sea State 4 and survival capability in Sea State 6.

Each of the Incat-Crowther-designed vessels measures in at 50.5 metres long, with

a beam of 9.0 metres, draught of 2.40 metres and depth of 4.0 metres. Displacement is 404 tonnes lightship and 609 tonnes full load, with a deadweight of 205 tonnes.

The first Filipino-made multi-mission vessels cost around PHP250 million (US\$4.8 million) each, were built to withstand continuous 24-hour multipurpose operations, and are capable of remaining on station for 30 days, the Department of Agriculture said.

Notable features of the all-steel vessels include a large aft working deck accommodating an Ottersport UB380-P inflatable rescue craft equipped with an 11kW Mercury outboard launched from a three-tonne deck crane.

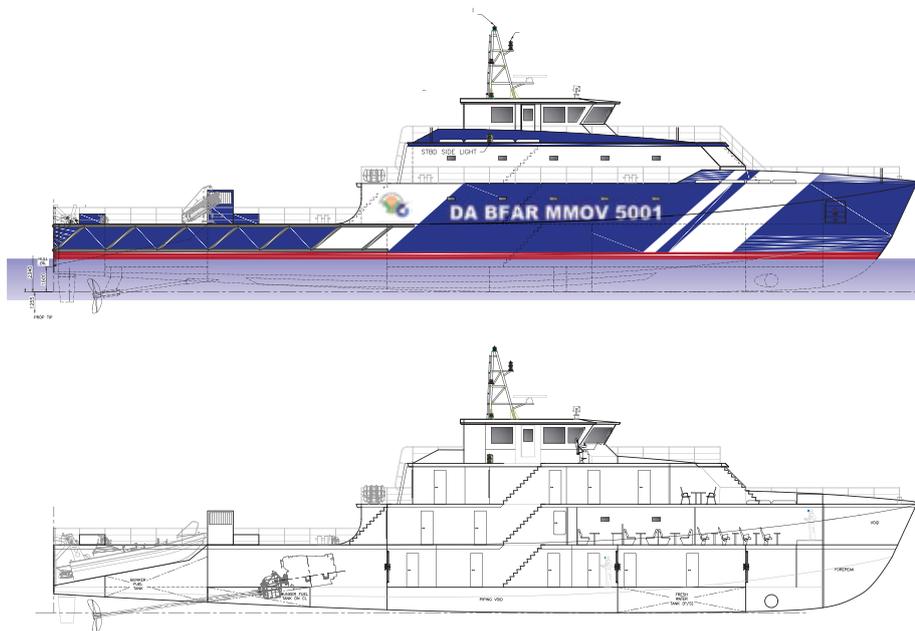
A nine-metre, 10-man, 25-knot RHIB interceptor craft is deployed from a specially designed well with a transom door, and there are four 25-passenger liferafts installed.

Palmarine supplied the RHIB winch, as well as a pair of capstans and an anchor windlass.

Ahead of the aft working deck, the main deck superstructure includes a large deck locker and an emergency generator compartment.

Inside the expansive accommodation space is a large full-service galley with adjoining 6.0m<sup>3</sup> freezer and two cold rooms with a total capacity of 12m<sup>3</sup>, a medical clinic with adjacent lab and cold storage room, a spacious mess hall for the crew and a private mess hall for officers. A large conference room accommodating 36 personnel on Signoretto seating completes the efficiently arranged space.

Below deck and adjacent to the engine room, a dedicated control and equipment storage rooms are provided.





**BRP Lapu-Lapu and  
BRP Francisco Dagohoy**

**SPECIFICATIONS**

<b>Type of vessel:</b>	Patrol boats
<b>Classification:</b>	Bureau Veritas
<b>Port of registry:</b>	Manila
<b>Flag:</b>	Philippines
<b>Owner:</b>	Department of
<b>Operator:</b>	Agriculture – Bureau of Fisheries and Aquatic Resources, Philippines Bureau of Fisheries and Aquatic Resources (BFAR), Philippines
<b>Designer:</b>	Incat Crowther, Australia
<b>Builder:</b>	Josefa Slipways, Philippines
<b>Construction material:</b>	AH36 hi-tensile steel
<b>Length overall:</b>	50.5 metres
<b>Length waterline:</b>	50.5 metres
<b>Length between perpendiculars:</b>	48.0 metres
<b>Beam:</b>	47.865 metres
<b>Draught:</b>	9.0 metres
<b>Depth:</b>	2.358 metres
<b>Displacement:</b>	4.0 metres
<b>Deadweight:</b>	404.07t (light load); 609t (full load) 205 tonnes
<b>Tonnages:</b>	566GT; 170NT
<b>Main engines:</b>	2 x Mitsubishi S16R2-T2MPTK, each 1,885kW @ 1,500rpm
<b>Gearboxes:</b>	2 x Masson MMW 18000
<b>Propulsion:</b>	2 x Masson 2.0m dia. fixed pitch propellers
<b>Generators:</b>	2 x Baudouin 6W126S, each 225kW; LSAM 46.3 M7
<b>Side thruster:</b>	Dynacast 150kW bow thruster
<b>Steering system:</b>	Palmarine electro hydraulic system
<b>Maximum speed:</b>	18.4 knots
<b>Cruising speed:</b>	16 knots
<b>Hydraulic equipment:</b>	Transom door
<b>Radars:</b>	62nm; 74nm
<b>Depth sounder:</b>	Furuno FCV-288
<b>Radio:</b>	IC-M200
<b>Weatherfax:</b>	Furuno Fax-408
<b>Compasses:</b>	Raytheon Anschutz (analog and digital); Daiko Keiki, Seisakusho Co. (magnetic)
<b>GMDSS:</b>	Sailor 6110
<b>GPS:</b>	Furuno GP-39
<b>AIS:</b>	Samyung SI-30A
<b>Deck crane:</b>	Industrias Guerra
<b>RHIB winch:</b>	Palmarine
<b>Capstans:</b>	2 x Palmarine
<b>Anchor windlass:</b>	Palmarine
<b>Watermaker:</b>	Rundeao 3m <sup>3</sup> /day
<b>Windows:</b>	Seardard Ocean Marine
<b>Interior designer:</b>	Josefa Slipways
<b>Interior fitout/furnishings:</b>	Ceiling Works Dampa (Ceiling); aluminium honeycomb panel Q63D (walls)
<b>Liferafts:</b>	4 x 25pax
<b>Rescue boat:</b>	Ottersport UB380-P Inflatable rescue boat with 12kW Mercury OBM
<b>Type of fuel:</b>	Automotive diesel oil (ADO)
<b>Fuel capacity:</b>	148,000L
<b>Fuel consumption:</b>	484.2L/hour @ 1,500rpm
<b>Freshwater capacity:</b>	55,000L
<b>Accommodation:</b>	60

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Ahead of these spaces, there is accommodation for 36 personnel, followed by the bow thruster compartment and a stock room.

The mid deck house offers accommodations for up to 19 officers and engineers as well as a private conference room with a capacity of 14 personnel.

The large pilothouse offers plenty of desk area for navigation and communication equipment. It also has sleeping quarters for two pilots.

Josefa said the biggest difficulty of the design and build was managing the weight restrictions stemming from the client brief while still incorporating all the required features such as the extensive accommodations and other interior rooms, as well as a full suite of equipment.

The vessels are powered by two Mitsubishi S16R2-T2MPTK engines, coupled with Masson MMW 18000 gearboxes and two Masson fixed pitch propellers with diameters of 2.0 metres.

The bowthruster is a 150kW Dynacast model, and steering is courtesy of a Palmarine electro-hydraulic system. The propulsion setup results in a maximum speed of 18.4 knots, cruising speed of 16 knots, and fuel consumption of 484.2 litres per hour at 1,500rpm from a total capacity of 148,000 litres.

Two Baudouin 6W126S generators will service the vessel's primary electrical needs with a third Leroy Somer unit provided for emergency requirements.





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