

DHB DILIGENT – UK pilot boat with a mid-wheelhouse design



Shipbuilder:	Holyhead Marine
Designer:	Camarc Design
Vessel's name:	DHB Diligent
Owner/Operator:	Port of Dover
Country:	UK
Flag:	UK
Total number of sister ships already completed:	0
Total number of sister ships still on order:	0
Contract date:	Unspecified
Delivery date:	August 2024

The first-in-class 15m multi-role pilot boat *DHB Diligent*, built by Holyhead Marine Services, North Wales, for the Port of Dover, was hailed, at the time of its delivery in August 2024, as the first new pilot boat to enter service at the port in nearly 20 years.

Designed by Camarc, the multi-role vessel has bypassed the usual aft-wheelhouse pilot boat configuration in favour of a mid-wheelhouse layout, creating a large aft working deck space to support the Port of Dover's full range of round-the-clock roles.

Camarc says: "As well as pilotage there are harbour patrols, towing, pushing, debris collection, personnel transfers and rescue operations." The enclosed aft working deck space facilitates these alternative roles, and the installation of a robust Camarc Popsure fender system and an integrated bow pusher pad further supports these duties. The boat's aft MOB rescue cradle can be used for rescue operations but can also aid debris collection.

For pilotage runs outside of the harbour, a top speed of 25knots is achievable thanks to the boat's twin-diesel installation and fixed-pitch propellers. A resilient wheelhouse was installed to reduce noise and improve comfort. Camarc's refined hull design has also been adopted on this new multi-role model to improve comfort and improve fuel efficiency. The reduction in fuel emissions from the hull has been further enhanced with an IMO Tier III SCR exhaust emissions system.

The FRP-hulled *DHB Diligent* also features an onboard monitoring system, supplied by AST Reygar, which provides real-time monitoring related to fuel consumption, emissions and component health, to ensure the crew are forewarned well in advance of a potential system failure. In terms of green propulsion, the boat has also been prepared to run on hydrotreated vegetable oil (HVO): this alt-fuel's popularity increased somewhat over the course of 2024, predominantly within the small-to-medium-sized boat segment. The boat's HVO would be supplied by a 1,600litre-capacity tank.

TECHNICAL PARTICULARS

Length, oa	15.3m
Length, bp	14.2m
Breadth, moulded	4.4m
Displacement	21tonnes
Design, draught	1.4m
Design, deadweight	2.5tonnes
Lightweight	18.5tonnes
Service speed	20knots
Max speed	25knots
Range	250nm@20knots

Propulsion

Main engine(s):

Number of engines	2
Make	Scania
Model	DI13
Output of each engine	368kW

Gearbox(es):

Number of gearboxes	2
Make	ZF
Model	510 V

Propeller(s):

Number of propellers	2
Make	CJR
Material	Ni-Al-Bronze
Fixed/controllable pitch	Fixed

Onboard capacities:

Fuel oil	1,700litres
Fresh water	100litres
Sullage	100litres

Complement:

Number of crew	2
Number of passengers	6
Number of cabins	0

Other significant or special items of equipment:

- Camarc Refined Hull
- IMO Tier III SCR emissions system
- Camarc Popsure fender and bow pusher
- Aft rescue cradle

Classification

Classification society	N/A
Notations	UK MCA Workboat Code

