

A more technologically advanced tug was needed in North Puget Sound. Check out Crowley's *Response*.



“Our Markey tow winch was built just for the *Response*. In full power mode, it can still winch in a line against a 250-ton resistance. There’s nothing else out there like it.”
~ Ron Rubright • Chief Engineer of the *Response*

To meet the challenges of oil tanker escort and assist work in the rough waters of North Puget Sound, Crowley created a tug like no other. We took the basic technology of our Harbor Class tugs and modified it to create a vessel specially designed for the task at hand: the *Response*. Its two powerful CAT engines, together with enormous 5-blade Voith Schneider propulsion units, generate up to 155 tons of indirect force at 12 knots. Its huge skeg is forward and the cycloidal units are in back, focusing its immense power where it’s needed most. And its 10" amsteel blue tow line is rated at one million pounds, which is strong enough to keep even the biggest tankers in

place. The bottom line? The *Response* performs the fastest, most efficient assists and escorts on North Puget Sound.

There’s one more necessary element: an exceptional crew. Take Ron Rubright. The *Response*’s chief engineer joined Crowley 26 years ago, so it’s safe to say he knows his way around a Crowley tug. Rubright also participates in extensive training courses on CAT engine technology. Plus, he and the rest of the crew take part in rigorous on-board and shoreside training sessions and safety drills.

Need more information about our services in the harbors of Los Angeles/Long Beach, San Diego, Oakland, Tacoma, Seattle, North Puget Sound and Prince William Sound/Valdez, Alaska? Call Crowley Ship Assist & Escort at 800-248-8632. Or visit www.crowley.com.



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