

LEGACY / 750-1
ARTICULATED TUG BARGE
Christened November 3, 2011



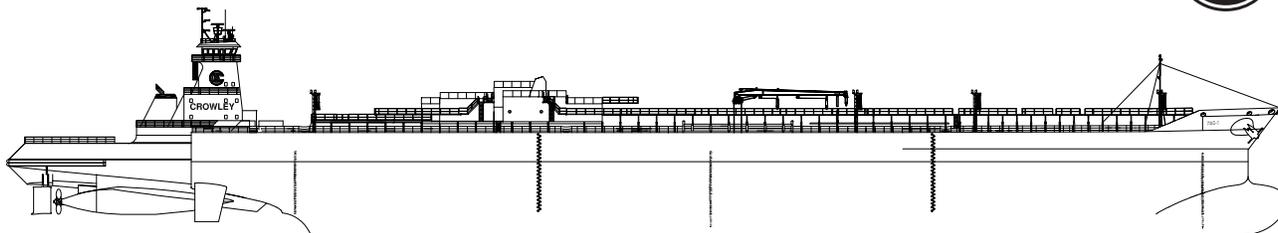
The *Legacy / 750-1* articulated tug barge (ATB) is the first vessel in the third class of ATBs (750 series) to be added to Crowley's petroleum and chemical transportation fleet. Building on Crowley's expertise as the leader in ATB technology and design, the *Legacy / 750-1* incorporates the latest advances in environmental safety along with improvements in hull design to deliver the most advanced and efficient tug-barge combination on the market to date. The larger cubic capacity and increased speed provide very competitive cost-per-barrel-delivered economics while the vessel's redesigned hull gives it the ability to deliver full loads to draft-restricted ports.

Using an articulated connection system, the tug mates into a specially designed notch in the stern of the barge. The sophisticated connection allows the tug and barge to move fluidly as one unit in the most adverse seas thereby providing increased service reliability not achievable with a conventional tug and barge. With the barge's advanced hull shape and articulated connection system, the unit is able to achieve a service speed of 15 knots.

The barge is double-hulled and the tug is double-sided for maximum environmental protection and safety. The barge was built, documented and maintained to the stringent requirements of the American Bureau of Shipping (ABS) SafeHull program for environmental protection. It has a sophisticated inert gas generating system, vapor recovery system, fully redundant ballast system, flexible and highly efficient cargo system, closed radar tank gauging system, sophisticated remote control deck automation, and an advanced mooring system.

The tug meets all SOLAS (Safety of Life at Sea) and ABS criteria and has twin fuel-efficient heavy fuel engines, a noise-reduction package and other upgrades to increase performance, as well as ensure safe, reliable operation. The tug and barge carry communication and navigation equipment that are among the most technologically advanced in the industry today.





LEGACY / 750-1 SPECIFICATIONS:

Tug Specifications:

LOA: 148'

Beam: 60'

Draft: 22'

Gross Tons: 1,567 GRT

Fuel Capacity: IFO 919 M/T

MGO 331 M/T

- Wartsila 12V-32 electronically controlled engines generate a total of 16,000 horsepower.
- Proven design for full ocean service – The largest, most robust Intercon notch connection system available today enables trading on U.S. Gulf to West Coast, U.S. Gulf to East Coast, and Intra-West Coast.
- Double-sided tug for added environmental protection.
- Redundant steering system and controllable pitch propellers for maximum handling capability.
- Shaft generators to provide fuel savings during at-sea steaming.
- Tug meets full SOLAS criteria for enhanced safety of the crew.

Barge Specifications:

LOA (barge): 600'

LOA (coupled): 674'

Beam: 105' 6"

Draft: 35'

DWT: 45,000 LT

Cubic: 326,900 bbls
@ 96% (approx.)

- Unit is designed to carry clean petroleum products and heated cargoes to provide a customer with maximum cargo flexibility.
- Cargo pump in each of the 14 cargo tanks to assure maximum cargo integrity and capability of five segregations. Mixmaster both port and starboard with Fetterolf blinds for maximum flexibility in combining segregations.
- Vacuum system with three retention tanks to easily handle cargo changes.
- Two anchor windlasses each equipped with 10 shots of chain for offshore mooring operation.
- Barge built under the ABS SafeHull program for maximum environmental protection. This program puts the vessel design through exhaustive review to identify and strengthen the vessel structure.
- Remote control deck valves for cargo and ballast systems.
- Dual-mode inert gas system and vapor collection system for maximum safety.
- Remote radar gauging in all cargo and ballast tanks.
- Enhanced mooring system with six mooring winch stations featuring 1,000 foot Spectra type lines on split drums with a high speed recovery rate of 100 feet per minute.
- Ballast system designed to easily allow for the vessel to exchange ballast at sea while underway.
- Enhanced fire fighting system including fixed CO2 for all machinery spaces, fire fighting monitors located along the centerline of the barge, and foam dispersant system for additional coverage of the cargo manifold area.

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