

RIVER CLASS, TRIPLE SCREW TUGBOATS

River-Class tugs feature a shallow draft, which gives them the capability of operating in areas that would exclude deeper draft tugs. The River-Class tugs have push knees for barge movements and triple screws for excellent handling and maneuverability. They have seen most of their service in Alaska, from barge operations on the rivers, to beach landings at remote arctic sites, supporting sealift and shallow draft barging operations across the North Slope.

All Crowley tugs are fully instrumented, with pilothouse-controlled engine rooms, and are equipped with the latest in navigational and communications technology. Crowley operates one of the world's largest and most diverse fleets of ships, tugs, barges and related equipment, employing the best available technology for its customers.



www.crowleyalaska.com



GENERAL SPECIFICATIONS

Flag Registry United States (U.S.)

Port of Registry San Francisco, CA

Builder Colberg Co. - Stockton, CA

Overall Dimensions

Construction Steel

Tonnage

Capacities

Fuel..11,482 gal.Potable Water.400 gal.Lube Oil.100 gal.Hydraulic Oll..100 gal.

Engines

Main . . . 3 CAT 343D Aux. . . . 2 Detroit Diesel, 35KW

Propulsion 3-stainless steel 5-blade 44" x 29"

Horsepower 1,095 maximum Continous BHP

Reduction Gear Twin Disc MG 514, 3:1

Equipment Radar: Furuno SSB Motorola T20 Fathometer: Furuno LS 6000 Hailer: Ray 350

Navigation/Communications

VHF 1: Icom VHF 2: Icom GPS: Trimble NT 200 Gyro: Sperry Autopilot: Comnav 2001

*All information contained herein (including but not limited to any specifications, particulars, capacities, or capabilities) is believed to be correct, but is not guaranteed and is subject to change without notice.

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