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.
RIVER-CLASS / TRIPLE-SCREW SPECIFICATIONS:

FLAG
United States

PORT OF REGISTRY
San Francisco, CA

BUILDER
Culberg Co
Stockton, CA

OVERALL DIMENSIONS
Length: 64'
Breadth: 27'
Depth: 5' 7"

TONNAGE
105 tons gross
50 tons net

CONSTRUCTION
Steel

OPERATING DRAFT
3' 5"

HYDRAULIC OIL
100 Gallons

LUBE OIL
100 Gallons

FUEL CAPACITY
11,482 gallons

POTABLE WATER
400 Gallons

MAIN ENGINES
3 Caterpillar 343 D

AUXILIARY ENGINES
2 Detroit Diesel, 35 KW

PROPULSION
3-Stainless steel 5-blade, 44" x 29"

HORSEPOWER
1,095

REDUCTION GEAR
Twin Disc MG 514, 3:1

NAVIGATION / COMMUNICATIONS EQUIPMENT
Radar: Furuno
SSB Motorola T20
Fathometer: Furuno LS 6000
Helix: Ray 350
VHF 1: Icom
VHF 2: Icom
GPS: Trimble NT 200
Gyro: Sperry
Autopilot: Comnav 2001

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