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.
GENERAL SPECIFICATIONS

Flag Registry
United States (U.S.)

Port of Registry
San Francisco, CA

Builder
Colberg Co. - Stockton, CA

Overall Dimensions
Length . . . . . . . . . . .64'
Breadth . . . . . . . . . . .27''
Depth . . . . . . . . . . .5'7''
Operating Draft . .3'5''

Construction
Steel

Tonnage
Gross . . . . . . . . .105
Net . . . . . . . . . . .50

Capacities
Fuel . . . . . . . . .11,482 gal.
Potable Water . .400 gal.
Lube Oil . . . . . . .100 gal.
Hydraulic Oil . .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 Continuous BHP

Reduction Gear
Twin Disc MG 514, 3:1

Navigation/Communications
Equipment
Radar: Furuno
SSB Motorola T20
Fathometer: Furuno LS 6000
Hailer: Ray 350
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.