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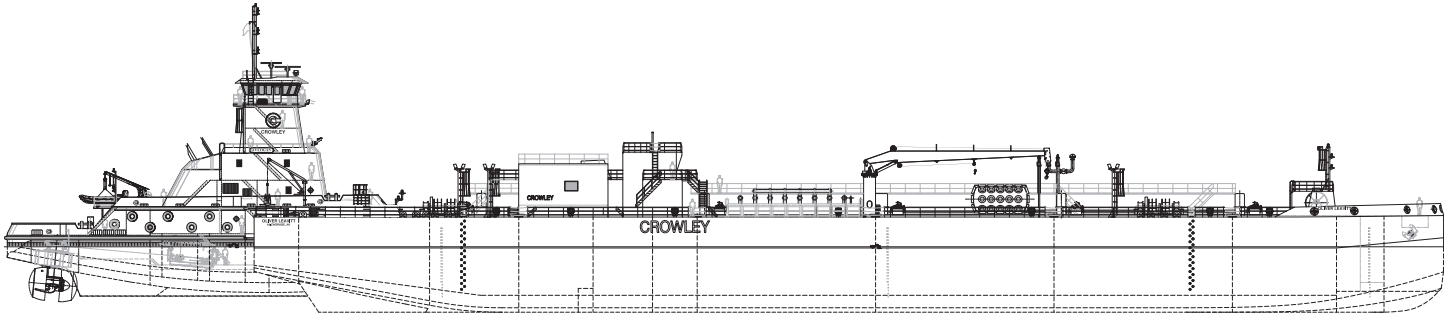
## 100,000-Barrel Articulated Tug Barge

ATBs consist of a hydrodynamically efficient tank barge coupled to a high-horsepower tug in a notch at the stern of the barge. The coupling is a “hinge” which consists of a pair of port and starboard rams that engage with rows of wave teeth in sides of the notch. The connection can be made for a wide variety of drafts on either vessel. The coupling allows the tug and barge to pitch independently while maintaining a solid connection and excellent maneuverability. The tug has Azimuthing drives to enhance maneuverability, and an Intercon C-series coupling system with a first-of-its-kind lightering helmet.

The ATB features a patent-pending closed loop, freshwater ballast system whereby the tug’s ballast will be transferred to-and-from a retention tank on the barge to account for fuel burn. The design has been approved by the USCG and will eliminate the need to discharge tug ballast water into the sea.

Jensen designed this ATB to meet Ice Class and Polar Code requirements, which includes increased structural framing and shell plating and extended zero discharge endurance. The double-hulled design also features a barge form factor to achieve high-cargo capacity on minimal draft.

The ATB was designed by Jensen Maritime, Crowley Shipping’s Seattle-based naval architecture and marine engineering subsidiary. The ATB was constructed at the Bollinger Marine Fabricators facility in Amelia, La., with on-site construction management by Crowley Shipping, which designs, manages the construction of and operates diverse vessel types, including tank vessels.



# Vessel Specifications

**Tugboat Name:** Aveogan  
**Barge Name:** Oliver Leavitt  
**Builder:** Bollinger Shipyards  
**Designer:** Jensen Maritime

## Dimensions

Length: 128' (tug) 400' (barge)  
 Beam: 42' (tug) 85' (barge)  
 Depth: 19'2" (tug) 32' (barge)  
 Maximum Draft: 18'6" (tug) 22' (barge)  
 Bollard Pull: 97 Short Tons  
 Deadweight Ton: 14,600 LT (barge)  
 Speed: 11 knots  
 Hull Construction: Steel  
 Crew Capacity: 11

## Machinery

Main Engine: 2: GE 8L250MDC,  
 Emissions Standard: EPA Tier 4, IMO Tier 3 (tug)  
 EPA Tier 3, IMO Tier 2 (barge)  
 Installed Power: 6,700 HP  
 Propellers: 2: 2800 mm Dia. Stainless-Steel  
 Z-Drive: 2: Schottel SRP-560  
 Service Power (tug): 3: 99kW John Deere SSDG;  
 1: 88kW John Deere (E-Gen)  
 (barge): 3: 300kW John Deere 6135  
 Steering System: Schottel  
 Electronics/Nav: Furuno

## Tanks

Fuel: 122,200 gallons (tug) 17,600 gallons (barge)  
 Fresh: 11,200 gallons (tug)  
 Ballast: 79,400 gallons (tug) 1,667,000 gallons (barge)  
 Black: 4,600 gallons (tug)  
 Grey: 4,600 gallons (tug)  
 Lube: 3,700 gallons (tug)  
 Barge Cargo: 101,000 BBL (98%) - clean petroleum products

## Ancillary Equipment/Systems (TUG)

- Intercon C-Series Model 50 Coupler System with first of its kind "Modified Wave" lightening helmet.
- Off-Ship Firefighting System (Marsis Pump) with foam proportioner and 2,600-gallon foam tank.
- Patent-pending, closed-loop ballast system. Zero discharge and no Ballast Water Treatment System installed onboard.

## Ancillary Equipment/Systems (BARGE)

- 12 Marflex MDPD-200 Electric Motor-Driven Cargo Pumps
- 2 Pansia, USCG Type-Approved Ballast Water Treatment Systems, each with 350 m3 capacity.
- Bergan Tank Level Indication and Monitoring System
- Spill Response Equipment, including 2000-feet of Inflatable Spill Boom that can be deployed from a hydraulic-operated reel
- Vacuum Stripping System
- Maritime Protection – Inert Gas Generator
- 3: 5.5-meter x 2.5-meter Yokohama-style pneumatic fenders for lightering

## Classification/Certification

Tug: ABS, ✱A1 Towing Vessel, ✱AMS, ✱ACCU, UWILD, Ice Class D0, IHM, SOLAS, Designed to IMO Polar Code for a Category C vessel

Barge: ABS, ✱A1 Oil Tank Barge, CPS, BWT, UWILD, Ice Class D0, IHM

\*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. Particulars are entirely without warranty as to their correctness and interested parties must inspect the vessel, its certificates and drawings accordingly.