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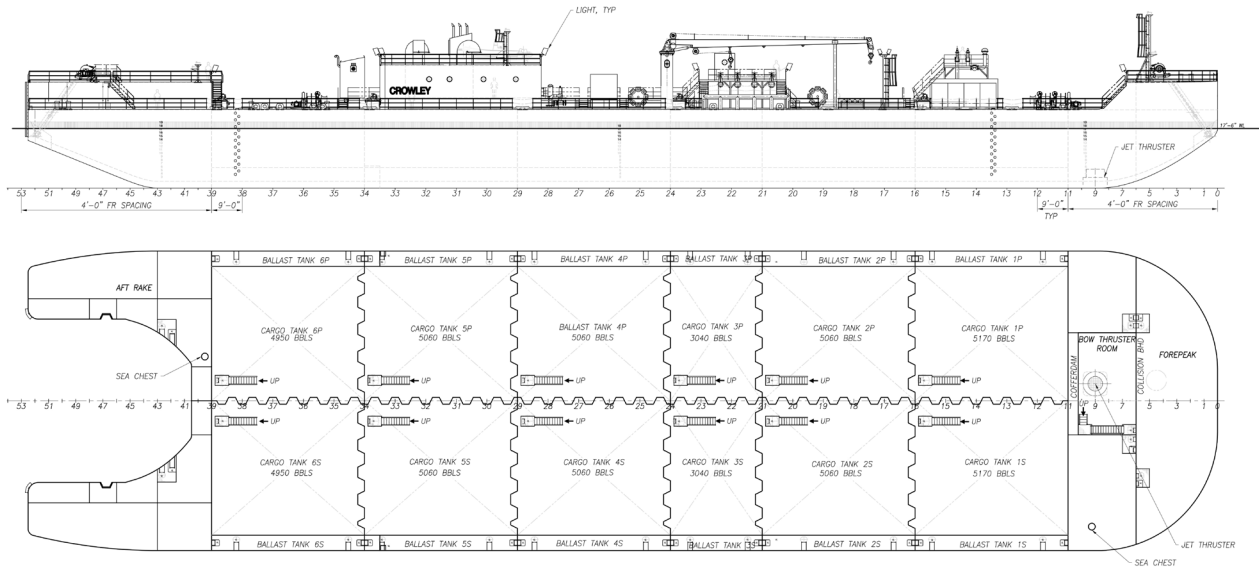
55,000-Barrel Articulated Tug Barge

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.

Upon customer request, our ATB designs feature 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 thus reducing the need for an onboard ballast water treatment system on the tug.

Crowley’s newest 55,000-barrel capacity Articulated Tug and Barge (ATB) *Aurora/Qamun* was specifically designed to meet Ice Class and Polar Code requirements in order to safely and effectively operate in Western Alaska year round.

The vessel can operate in winter ice conditions and temperatures as low as -20 degrees Fahrenheit. It has a range of 4,300 miles and can access most all locations in the state of Alaska.



Vessel Specifications

Tugboat Name: Aurora
Barge Name: Qamun
Tug Builder: Master Boat Builders
Barge Builder: Gunderdon Marine
Designer: Jensen Maritime
Flag: United States

Dimensions

Length: 106' (tug) / 350' (barge)
 Beam: 46' (tug) / 88' (barge)
 Depth: 16' (tug) / 23' (barge)
 Maximum Draft: 11'9" (tug) / 17'6" (barge)
 Bollard Pull: 97 short tons
 DWT: 14,600 LT (barge)
 Speed: 9 kts
 Hull Construction: Steel
 Crew Capacity: 11

Machinery

Main Engine: 2:GE 6L250MDC
 Emissions Standard: EPA Tier 4, IMO Tier 3 (tug)
 EPA Tier 3, IMO Tier 3 (barge)
 Installed Power: 4,560 HP
 Propellers: 2:2,400 mm Dia. Stainless-Steel
 Z-Drive: 2:Schottel SRP-460
 Service Power: 2:200kW John Deere SSDG; 1: 88kW John Deere (E-Gen) - tug
 3:300kW John Deere 6135 - barge
 Steering System: Schottel
 Electronics/Nav: Furuno

Tank Capacity

Fuel: 81,150 gal (tug) / 17,150 gal (barge)
 Fresh Water: 7,140 gal (tug)
 Ballast Water: 1,290,000 gal (barge)
 Black Water: 2,336 gal (tug)
 Grey Water: 2,336 gal (tug)
 Lube Oil: 2,000 gal (tug)
 Barge Cargo: 56,680 BBL (95%)
 clean petroleum products

Ancillary Equipment/Systems (TUG)

- Intercon C-Series Model 34 Coupler System with first-of-its-kind "Modified Wave" lightering helmet
- Off-Ship Firefighting System (Armstrong Pump) with foam proportioner and 1,025-gallon foam tank

Ancillary Equipment/Systems (BARGE)

- 3 ea, Marflex MDPD-150 Electric Motor-Driven Cargo Pumps
- 2 Pania, USCG Type-Approved Ballast Water Treatment Systems, each with 150 m3 capacity.
- 1 Schottel Pump Jet Bow Thruster, SPJ 132 RD 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 1.5-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.

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