| MAIN PARTICULARS |  |
| :---: | :---: |
| General information |  |
| Hull material | Steel |
| Type | ASD Oceangoing Escort Tug |
| Delivery | 2009 |
| RINA Class notation | C HULL MACH, TUG, UNRESTRICTED NAVIGATION AUT-UMS, OIL RECOVERY SHIP, FIRE-FIGHTING SHIP-2, WATER SPRAYING, SALVAGE TUG, ESCORT TUG, IW, SYS-NEQ 1 |
| Dimensions |  |
| Length overall | 35 m |
| Length between perpendiculars | 33 m |
| Breadth moulded | 14 m |
| Depth from main deck | 6 m |
| Draught | 4.7 m |
| Capacities |  |
| Fuel oil | $313 \mathrm{~m}^{3}$ |
| Fresh water | $71 \mathrm{~m}^{3}$ |
| Oil recovery | $140 \mathrm{~m}^{3}$ |
| Accommodation |  |
| Accommodation for | 6 |
| Cabins | 6 single cabins |
| PERFORMANCE \& MACHINERY |  |
| Propulsion / Manouvering |  |
| Propulsion system | Conventional /ASD |
| Main engines | $2 \times$ MAN 9L 27/38, 3,060 kW each |
| Main azimuth propellers | $2 \times$ SCHOTTEL SRP 3030CP |
| Bow thruster | $1 \times$ Baliño HTT1 900 mm Propeller, Hydraulic Driven, 150 kW |
| Features |  |
| Maximum speed | 13.5 kt |
| Eco speed | 11 kt |
| Bollard pull ahead | 110 t |
| Bollard pull astern | 104 t |
| Steering force at 10 knots | 120 t |
| EQUIPMENT |  |
| Deck / Special equipment |  |
| Oil booms | $1 \times$ Oil Boom Reel $+1 \times 200 \mathrm{~m}$ of Oil Booms $+1 \times 150 \mathrm{~m}$ of absorbing booms |
| Oil skimmer | $1 \times$ Skimmer Float Discoil of $50 \mathrm{~m}^{3} / \mathrm{h}$ |
| Dispersant System | $2 \times$ Dispersant booms of 6.50 m length and $900 \mathrm{l} / \mathrm{h} \mathrm{capacity}$ |
| Deck cranes | $1 \times 1.8 \mathrm{t}$ at 18.1 m |
| Main towing winches | $2 \times$ Fore Rolls-Royce Bratvaag Escort Towing winches $+1 \times$ Aft Heavy duty Rolls-Royce Bratvaag Waterfall type double drum towing winch |
| FiFi ll system | $2 \times$ monitors of $3,600 \mathrm{~m}^{3} / \mathrm{h}$ capacity each at 220 m length |

