



# Roberto Forti

Shipbrokers & Marine Consultant



Supply and Towing Tug CHINA VENTURE

## PRINCIPAL PARTICULARS

|                |                              |
|----------------|------------------------------|
| Call sign      | UH-2348                      |
| Flag           | Philippines                  |
| Rebuilt        | 1998                         |
| Built          | USA 1975                     |
| Classification | ABS + A1 Towing Vessel + AMS |
| Builder        | American Marine Corp.        |

## DIMENSIONS

|                     |                     |
|---------------------|---------------------|
| LOA                 | 54.80 m (180.0 ft.) |
| Breadth             | 12.00 m (39.0 ft.)  |
| Depth               | 4.34 m (14.0 ft.)   |
| Line Pull Max Draft | 3.20 m (10.5 ft.)   |
| GRT/NRT             | 224/152             |

## CAPACITY

|                  |                                          |
|------------------|------------------------------------------|
| Fuel             | 366.00 mt                                |
| Drill Water      | 227.70 mt                                |
| Potable Water    | 144.70 mt                                |
| Dry Bulk         | 4 x 28.34 CBM (Cement Tank)              |
| Deck Cargo Area  | 286 SQM                                  |
| Clear Deck Area  | 105' X 30' (less: Winch Area -8' X 9.6') |
| Cargo deadweight | 487.00 MT                                |
| Deck Strength    | 2.60 Tons/SQM                            |
| Chiller          | 6.39 CBM                                 |

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## Roberto FORTI Ship & Yacht Brokers

### Genoa Branch Office

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Freezer

8.21 CBM

## MACHINERY & EQUIPMENT

|               |                             |
|---------------|-----------------------------|
| Main Engine   | EMD 16-567-BC (2x 1640 BHP) |
| Generators    | 2 x GM6V71 / 75 KW 93.7 KVA |
|               | 1 x GM6V71 / 100 KW 125 KVA |
| Bow Thrusters | Bird Johnson 210 HP         |
| Towing Winch  | SMATCO DAW 66               |
| Double Drum   | 100 tons line pull          |
| Tow Wire      | 2" DIA X 695 Meters         |
| Working Wire  | 2" DIA X 144.8 Meters       |

## COMMUNICATION & NAVIGATION

SSB 2 x Furuno FS-1502  
VHS 2 x Motorola Triton II  
GPS Furuno Marine Navigator GP 30  
Radar 1 x Furuno 1930  
1 x Furuno 1932 MK2  
NavTex 1 x Furuno NX500  
Auto Pilot Tokimec PR 1585-E  
Depth Sounder Furuno Color Video Sounder Model FCV-668  
Weather Fax Furuno 208-A  
SATCOM Worldphone Marine (MINI M)  
Voice  
Fax  
Compass Gyro GM21 Repeaters  
E-mail

## SPEED/CONSUMPTION

|          |                      |
|----------|----------------------|
| Maximum  | 14.0 Knots/12.0 Tons |
| Economic | 12.0 Knots/9.5 Tons  |

## ACCOMODATION

|                      |    |
|----------------------|----|
| Fully airconditioned |    |
| Crew Berth           | 12 |
| Charterer Berth      | 6  |

## TRANSFER PUMP

|             |                                               |
|-------------|-----------------------------------------------|
| Fuel        | 45.0 CBM/HR                                   |
| Drill Water | 79.5 CBM/HR                                   |
| Compressor  | 765.0 CBM/HR at 40 PSI 663.0 CBM/HR at 50 PSI |

## ANCHOR MACHINERY

|              |                             |
|--------------|-----------------------------|
| Anchor Chain | 28 MM X 10 shots (Portside) |
|              | 28 MM X 10 shots (STBDside) |
| Anchors      | 2 X 900 Kgs ~ Danforth      |

## LUBE OIL CAPACITY

|          |                            |
|----------|----------------------------|
| Portside | 2,260 Liters (10.76 Drums) |
|----------|----------------------------|

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Starboard Side

1,120 Liters (5.34 Drums)

GEAR OIL CAPACITY

Starboard Side

1,120 Liters (5.34 Drums)

FUEL CONSUMPTION

Generators:

Standby 380 Liters a day

She can also be a towing tug and previously she was an anchor handling tug.

Though built 1975, she was rebuilt in 1998, with 98% of her plates replaced, and her engines refitted and reconditioned. That's why she has maintained her class ABS A1 and has been chartered by major oil players and first class charterers. Her crew is well trained and experienced.

Vessel has just completed her drydock last January under the supervision of ABS Class and passed the five-year Special Survey.



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