



GOVERNMENT OF BERMUDA

**Ministry of Transport
Department of Marine & Ports Services**

Particulars of Tug POWERFUL & FAITHFUL in chronological order:

Port: Hamilton

Year Number: 8/2020 (Powerful); 7/2020 (Faithful)

IMO Number: 9844394 (Powerful) / 9844370 (Faithful)

Official #: 748934 (Powerful) ; 748935 (Faithful)

Built in Vietnam

Name and address of builders: Damen Song Cam Shipyard, Hoang Dong Commune, Thuy Nguyen

Date keel Laid: 2018

Signal Letters: ZCEZ4 (Powerful) ; ZCEZ5 (Faithful)

Propulsion: Motor twin screw

Length: 25.76 metres

Breadth: 10.80 metres

Moulded Depth: 4.60 metres

Moulded Draught: 3.55 metres

Gross Tonnage: 299

Net Tonnage: 89

No. of Engines: 2 with two (2) shafts, internal combustion by Caterpillar 12 cylinders, 170 mm bore, length of stroke 215 mm with Estimated shaft power 3804 KW at estimated speed of ship 13 knots

Bollard Pull: 60 t with Captan on the bow and Bollard Forward and Aft.

Ownership: GOVERNMENT OF BERMUDA Marine & Ports; East Broadway, 4 Crow Lane, Pembroke HM19, BERMUDA

Classified by Lloyds Registry

Flag: Bermuda

Crew by six (6) men including the Captain

Navigation: equipped

Main particulars

The Damen ASD Tug 2811 is a highly manoeuvrable high performance environmentally friendly tug of modern design.

Thanks to her operational flexibility the Vessel can be used for harbour and terminal (un)berthing operations, escort operations, coastal and offshore towing operations, Ø fire fighting operations and Ø oil pollution control operations.

The Vessel is designed for towing on the hook, push-pull and pushing operations.

As a harbour and terminal tug, the Vessel is equipped with a forward towing winch, the long distance between the towing point and the stern rudder propellers gives a good manoeuvrability. Giving or taking a rope is simplified as the tug can go forward all the way up to the Vessel to be towed, give or take a rope and then pull away.

Although the Vessel is mainly designed for use in harbours and around terminals, she is also suitable for service at sea. For this purpose the Vessel is provided with a more raised fore deck to insure a relatively dry working deck.

Lloyds

S I X HULL • MACH Tug (Bollard pull = 65 t) Unrestricted Service AUT UMS INWATER SURVEY COMF-NOISE 3, COMF-VIB 3

For tugs capable of deep sea navigation in any area and at any period of the year, specially equipped for towing and/or pushing at sea, as well as in port, fitted with an automated installation enabling periodically unattended operation of machinery spaces and suitable for in water survey.

Ø I X HULL • MACH Escort Tug (Bollard pull = 65 t) (maximum steering force = 47 t, maximum breaking force = 64 t, maximum escort speed = 10 kn) Unrestricted Service AUT UMS INWATER SURVEY COMF-NOISE 3, COMF-VIB 3

For tugs specially equipped for escorting ships during navigation, as well as in port, fitted with an automated installation enabling periodically unattended operation of machinery spaces.

The vessel is suitable for escort operations in conditions where dynamic oscillations of the towline are likely to occur, such as in open sea areas or other areas exposed to waves.

Note: Full scale escort performance trials are not included and are not required for the above specified notation.

Ø Fire Fighting Ship 1

Ø Fire Fighting Ship 1 with water spray

Ø Clean Ship

Ø Green Passport EU

Ø 031.02 Lloyd's Register

The Vessel is re-classified after delivery ex yard.

Ø 100 A1 Tug [X] LMC UMS IWS CAC 3

GMDSS A1

The navigation and communication equipment comply with the requirements of GMDSS for area A1 with complete Navtex coverage and shore based maintenance. The required books and manuals are stored on board.

Regulations

The Vessel complies with the latest edition of the following applicable rules of IMO (as far as applicable for this type and size of Vessel at the time of keel laying).

- International Regulations for Preventing Collisions at Sea, 1972 (COLREG)

- International Maritime Organisation (IMO) Stability rules IS code 2008 MSC267(85) and all applicable amendments

- International Convention for Tonnage measurements of Ships and all applicable amendments, 1969

- International Convention on Load Lines (1966/1988) and all applicable amendments

- International Convention for Safety of Life at Sea (SOLAS), 1974: - Chapter II-2 Part C, Reg. 7,8,9,11 Fire Safety

- Chapter IV Radio communication

- Chapter V Safety of navigation

IACS No. 99 Recommendation for Safety of Cargo vessels of less than Convention Size (exemption for non-fitting of a rescue boat)

- Maritime Labour Convention 2006
 - International Convention for the Prevention of Pollution (MARPOL 1973/1978/2005) and all applicable amendments.
- Consolidate Edition, with all amendment in force at the time of keel laying.

Annex V : Regulations for the Prevention of pollution by garbage from ships. Garbage may be stored on board while at sea and discharges to shore.

Annex VI : Regulation for air pollution prevention and NOx technical code.

- IMO International Life Saving Appliances Code (LSA Code).
- Any other pending International Regulations that enter force to the beginning of construction.

Note: regulations are adhered to as far as applicable to this size and type of Vessel.

Certificates/statements

The following certificates/statements are supplied to the Owner at the time of delivery of the Vessel:

- Builder's certificate
- Classification certificates
- International tonnage certificate
- International Load Line certificate
- Anchor and chain certificates
- Certificates of navigation lights
- Bollard pull certificate
- Asbestos free declaration

Fresh water analysis report

- Ship Sanitation Control certificate
- EIAPP certificate engines as far as applicable
- Anti-fouling declaration
- GMDSS certificate
- Ø - Inventory of Hazardous materials (Green Passport)

PASSAGE PLAN:

Both tugs, POWERFUL & FAITHFUL operate and transit within the shipping lanes between Dockyard to Hamilton, to St Georges, and to Oil Dock ; back and forth.