

ARTEMIS & MAY LOUISE – Compact but powerful tugboat duo



Shipbuilder:	Master Boat Builders
Designer:	Robert Allan Ltd
Vessel's name:	Artemis & May Louise
Owner/Operator:	G&H Towing Company
Country:	US
Flag:	US
Total number of sister ships already completed:	2
Total number of sister ships still on order:	2
Contract date:	Unspecified
Delivery date:	June 2024 (May Louise) / August 2024 (Artemis)

The tugs *Artemis* and *May Louise*, delivered to G&H Towing Company, over the summer of 2024, were designed by Robert Allan Ltd (RAL) and constructed by Master Boat Builders Inc, each designed to excel in its role thanks to several outstanding features. Measuring 30m in length, these tugboats are compact but incredibly powerful, making them ideal for a variety of maritime operations.

One of the most impressive and significant features of these tugboats is their bollard pull capability. With a bollard pull in excess of 85tonnes, *Artemis* and *May Louise* are capable of handling some of the most demanding towing tasks. For example, this immense power ensures that they can manoeuvre large vessels with ease, even in challenging weather conditions and sea states.

"The design has also proven to provide excellent escort performance in combination with superior seakeeping by the blending of two RAL innovations: the Z-Tech configuration and the RAstar class' sponsons," RAL says. The designer adds that the duo achieved a maximum escort braking force of 138tonnes and a maximum steering force of 97tonnes at

an escort speed of 10knots. "These capabilities are crucial for ensuring the safe and efficient movement of vessels in congested or restricted waters," RAL says.

In addition to their towing and escorting capabilities, *Artemis* and *May Louise* are equipped with FiFi 1 capability, including foam fire suppression systems. This feature enhances their versatility, allowing them to respond to maritime emergencies and provide critical support in firefighting operations. The tugs are also outfitted with powerful electrical winches with brake holding loads of up to 315tonnes, to ensure optimal performance and safety. "The advanced navigation and communication systems, powerful engines and robust hull designs not only enhance the operational capabilities of the tugboats but also ensure the safety and comfort of the crew," says RAL.

TECHNICAL PARTICULARS

Length, oa	30m
Breadth, moulded	13m
Depth, moulded	5.08m
Gross tonnage	406
Displacement	820.3tonnes
Design, draught	4.07m
Design, deadweight	219tonnes
Lightweight	601.7tonnes
Deck space (total)	34m ²
Deck capacity	3tonnes/m ²
Service speed	13knots
Bollard pull	87tonnes
Range	2,300nm

Propulsion	
Main engine(s):	
Number of engines	2
Make	Caterpillar
Model	3516E
Output of each engine	2,610kW

Gearbox(es):	
Number of gearboxes	2
Make	Lufkin
Model	MV1600S
Output speed	900rpm
Propeller(s):	
Number of propellers	2
Make	Schottel
Model	SRP 510FP
Diameter	2.8m
Material	G-X2CrNi19-11
Number of blades	4
Speed	230rpm
Fixed/controllable pitch	Fixed
Open/nozzled	Nozzled

Winch(es):	
Number of winches	1
Make	Markey
Model	DESF-48A-100
Capacities	Brake performance: 315tonnes at barrel layer

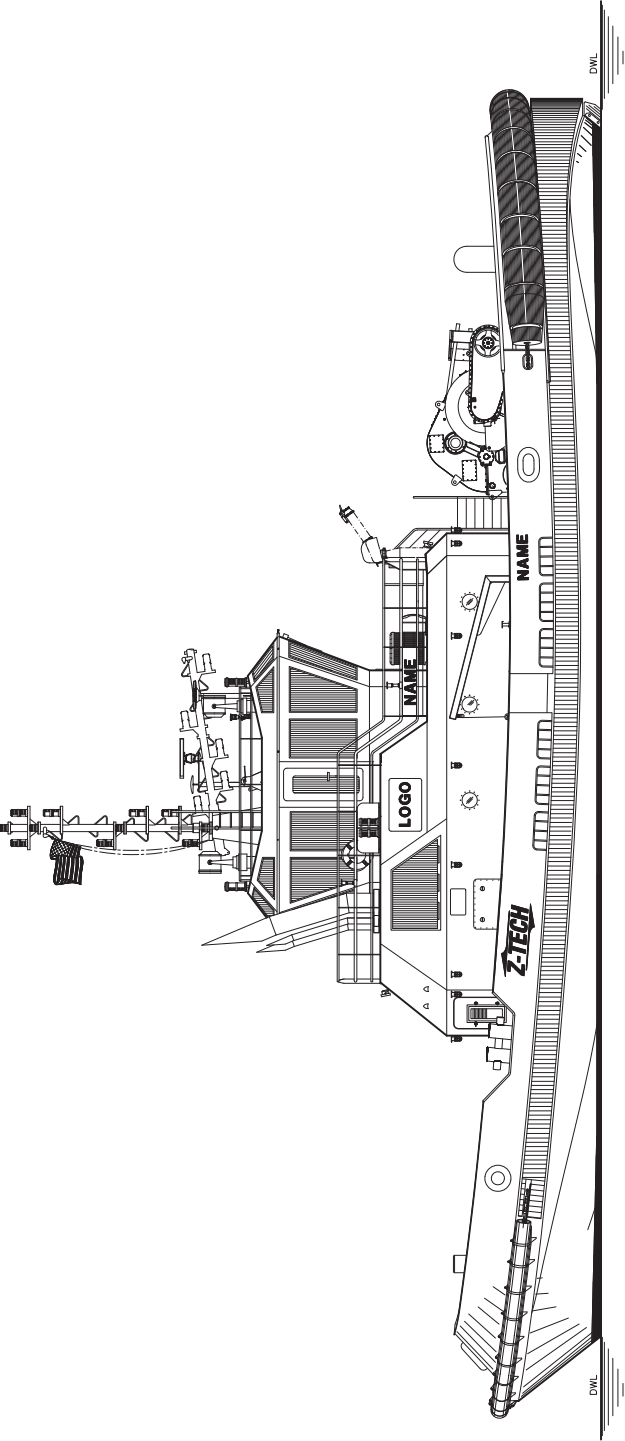
Bridge electronics:	
Radar(s)	Furuno/FAR-1518
GMDSS	ICOM/IC-F6061D
GPS	Furuno/FA-170
Fire detection system	Fire Protection Service Inc.

Onboard capacities:	
Fuel oil	160m ³
Fresh water	25m ³
Sullage	3.6m ³
Ballast water	110m ³

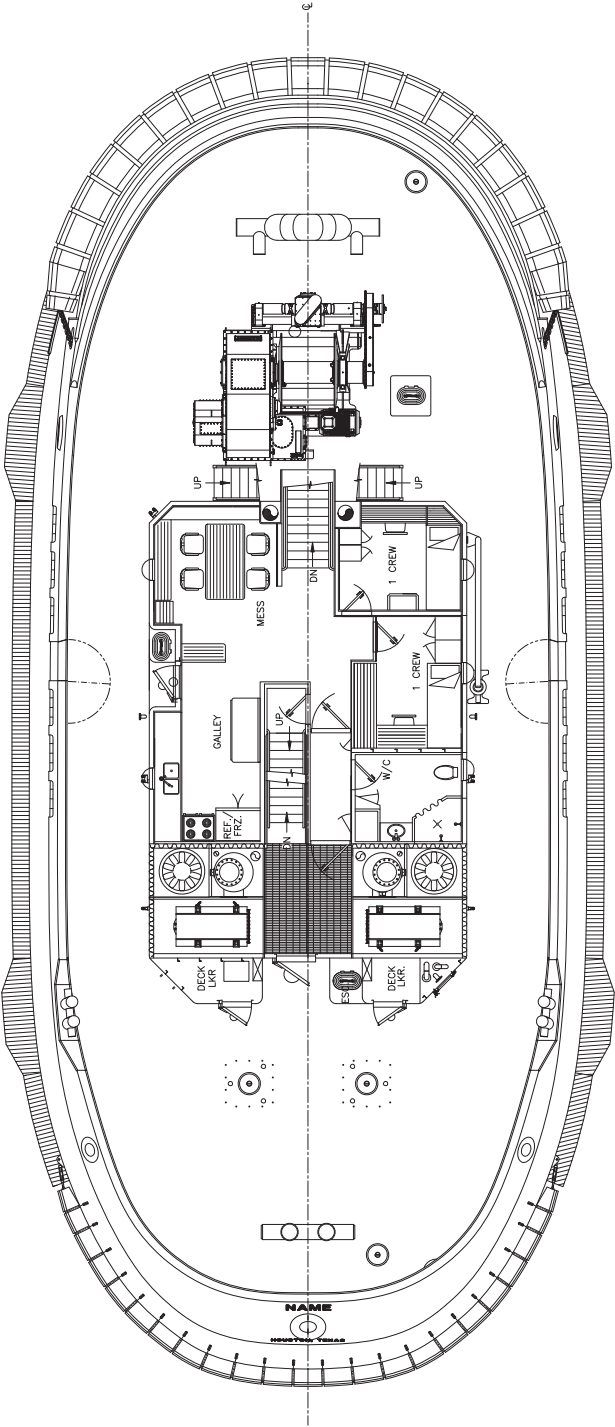
Complement:	
Number of crew	6
Number of passengers	0
Number of cabins	4

Classification	
Classification society	ABS
Notations	*A1, Towing Vessel, Escort Vessel, FFV1 * AMS, LEV(US)

ARTEMIS & MAY LOUISE



PROFILE



MAIN DECK PLAN