TUG DAISY MAE

VESSEL DETAILS

Name of Vessel: Daisy Mae
Owner: Coeymans Marine Towing
Builder: Rodrigues Ship Building INC. Bayou La Batre, AL.
Designer: Joseph Rodriguez
Dimensions: 83 feet x 32 feet, 10-foot max draft
Mission: Coastal and Harbor Towing
Crew Size: 5 Man, Captain, Mate, Engineer and 2 AB's
Delivery Date: October 2017

PROPULSION

Main Engines: Triple Screw, 2 – Tier 3 Compliant Cummins QSK – 38 with 1,300HP at 1,800 RPM
1 – Tier 3 compliant Cummins QSK – 19 with 800HP at 1,800 RPM
Gearbox: 2 – Twin Disk MGX 5321 Deep Case, Ratio 5.96 to 1
1 – Twin Disk MGX 5222, Ratio 6.1 to 1
Vessel Speed: Cruising Speed – 9 Kts Top speed 10 Kts
Propellers: 2 – Kahlenberg Stainless Steel 4 bladed Kaplan Style propellers 75 ¼ x 80
1 - Kahlenberg Stainless Steel 4 bladed Kaplan Style propeller 65 ¼ x 72
Generators: 2 – Cummins 60 KW QSB-7-DM

DECK EQUIPMENT

Tow Winch: Single Drum Markey TDS – 24 with 2,000 ft of 1 ½ wire
Deck Winches: 2- Patterson 40 T deck winches with 150 ft of 1 ½ Plasma line
Fendering System: M&M Bumper System Fendering

NAVIGATION EQUIPMENT:

Radar: 2 – SIMRAD Halo 4 Pulse Compression Radars
Chart Display: SIMRAD NSS16 Evo2 combo on three 16” HD touch screen displays
Compass: SIMRAD HS80A Global Navigation Satellite System and Ritchie traditional compass
AIS: SIMRAD V5035 Class A Tranceiver
Autopilot:
Depth Sounder: SIMRAD Chirp, structure scan and forward scan transducer
Radio: 3 – Standard Horizon GX 5500S VHF Radios
Satellite Connection: Globalstar
Weather Station: SIMRAD Sirius WN-3 WX radio Module
Bridge Monitoring System: Furuno BR-510 Bridge Navigational Watch Alarm System

FIREFIGHTING:

Fixed System: Custom Designed Fixed CO2 System by Hiller Systems INC

Capacities

Fuel: 33,000Gal
Water: 8,000Gal
Lube: 500Gal
Waste Oil: 1,000Gal
Zero Discharge: 1,000Gal

The Daisy Mae is set apart from other tugs for a few reasons, she has 4 flanking rudders which gives her river tow boat maneuverability in a coastal model bow tugboat. Also, her relatively high HP compared to her shallow draft makes her capable of towing a wide range of barges with virtually no draft restrictions on the vessel. Finally, the Daisy Mae is a sub-Chapter M compliant vessel