

**ROSETTI DELIVERS "CARLO MAGNO", AN 11,000 HP ANCHOR HANDLING TUG**

Next Saturday 18<sup>th</sup> March, Rosetti Marino Spa, a company situated in Ravenna, Italy will deliver "CARLO MAGNO", a deep-sea tug measuring over 55 m in length to its Owner "Augustea Imprese Marittime e di Salvataggio SpA",

This newbuilding incorporates many significant innovations, both for Rosetti Marino Spa and for its designers, Rolls Royce.

For Rosetti Marino, it is the vessel with the highest bollard pull built in Ravenna up to now; its bollard pull which was measured during sea trials reached 152,7 tonnes. For Rolls Royce this is the first realisation of a vessel with so many important innovative elements; the project logo for this new vessel is "UT 514 L".

Precisely because of this high bollard pull capacity, the relevant sea trials were carried out for the first time abroad, in Zara, Croatia, due to the absence in Ravenna of a sufficiently resistant structure for such elevated pulls.

Under the design profile, "CARLO MAGNO" is the first Anchor Handling Tug run on heavy fuel oil. This fuel is contained in tanks of 1,200 cubic meter capacity which provide a navigation endurance of over 40 days with particularly competitive running costs and with very high performances such as a speed exceeding 15 knots.

The vessel is intended for deep-sea towing and for Anchor Handling duties which includes the transport of material and the handling of anchors and chains.

The impressive anchor winch with over 2,400 m. of chain and with a diameter of 67 mm. as well as the usable main deck surface of 330 m<sup>2</sup>. are further elements which denote the innovative characteristics of the tugboat.

Even from a fire-fighting point of view, CARLO MAGNO's equipment is of respectable quality, having a R.I.Na Fire-fighting 1 notation with a self-protection system and life-saving service qualification.

The total electric power installed on board is 3,000 kW, supplied by 5 alternators, two of which conducted by the main engines and three by self-governing diesel engines.

CARLO MAGNO can also be distinguished for its very high level of automation installed on board, as required in order to obtain R.I.Na AUT-UMS notation; the 8 television cameras fitted on board for video surveillance of the engine rooms and the loading areas have permitted the attainment of ISPS certification.

The building of this vessel, costing over 16 million euros, took 15,000 hours of management carried out by Rosetti Marino's engineers and over 150,000 hours of manpower for the direct activities of construction and fitting out.

In building this tug Rosetti Marino has consolidated its position amongst the European leaders in the newbuilding of high power tugs and of technologically advance supply vessels.

After the delivery of this vessel there are 5 other vessels under construction at Rosetti Marino's shipyard in Ravenna's San Vitale port. They are at different work phases which ensures an adequate work load for Rosetti's work force and for the numerous sub-contractors involved in the newbuilding operations for approximately two years.

Amongst these vessels, two are intended for Augustea, which testifies that our relationship of mutual collaboration is particularly consolidated.

Ravenna, 16<sup>th</sup> March, 2006

General Manager  
Medardo Ranieri