



FINCANTIERI
The sea ahead



Head Office

Via Genova, 1 - 34121 Trieste (Italy)
ph. +39 040 3193111 - fax +39 040 3192305

Naval Vessels

Via Cipro, 11 - 16129 Genova (Italy)
ph. +39 010 59951 - fax +39 010 5995379/272

fincantieri.com

**Replenishment
Ships**

FINCANTIERI
The sea ahead



Fleet Tanker

27 500 t

_ overview

_ main characteristics



— Vessel size, transport capacity and support capability are well suited to the roles the navies have to play both in their national areas and abroad. The ships are equipped with facilities enabling them to support operations such as relief missions and acts as a mobile logistic support unit for task forces required to operate in the various operational scenarios.

— Le dimensioni, la capacità di trasporto e di supporto di questa tipologia di navi ben si conciliano con i ruoli che le marine devono svolgere sia nelle aree di pertinenza nazionale sia all'estero. Le navi sono equipaggiate per svolgere varie operazioni di supporto, quali ad esempio operazioni di soccorso, nonché fungere da unità di supporto logistico per forze impiegate nei diversi scenari operativi.

| | |
|-------------------------------------|------------|
| Length overall..... | 175.00 m |
| Length between perpendiculars..... | 162.70 m |
| Moulded breadth..... | 25.00 m |
| Depth to flight deck (Deck 01)..... | 19.30 m |
| Depth to main deck (Deck 1)..... | 16.30 m |
| Full load displacement..... | 27 500 t |
| Corresponding draft from B.L..... | 9.10 m |
| Ship mobile cargoes..... | 2 100 t |
| Transported useful cargoes..... | 15 760 t |
| RAS speed..... | 14-16 kn |
| Cruise speed..... | 16 kn |
| Max speed at full load..... | 20 kn |
| Range at 16 kn..... | 10 000 nm |
| Crew + additional personnel..... | 248 people |

Handling and Lifting Mechanisms

- 1 30 t deck crane 4- 18 m outreach
- 1 Elevator 7 t
- 1 Bow thruster driven by a 1 500 kW electric motor
- One rudder
- Flight deck for landing of helicopters up to ALH or SK 42 C
- One hangar to recover either ALH or SK 42 C helicopter types
- Double hull, responding to the new MARPOL rules on environmental protection
- Capability to refuel 4 ships at time

ENERGY AND PROPULSION SYSTEM

| | |
|---------------------------------------|---|
| MCR of Propulsion diesel engines..... | 2 x 9 600 kW |
| 4 DD/GG sets..... | Eng. 1 600 kW- Gen. 1 500 kWe- 50 Hz each |

_ combat system

| | |
|----------------------------|------------------------------------|
| 1 Combat Management System | 1 CEM |
| 1 Navigation System | 1 DLS |
| 1 Communication System | 1 ATDS (fitted for 2 launchers) |
| 2 Navigation Radars | 1 SAM (fitted for 2 launchers) |
| 2 E/O FCS | 4 30 mm Machine Guns |
| 1 IFF Transponder | 4 12.7 mm + 4 7.62 mm Machine Guns |
| 1 ESM | 1 XBT |

the past
il passato

Pinco Class

Camogli,
Maritime Museum

The "Pink" was most widely used by the Genoese ship owners: her capability to transport goods contributed to the success of the Genoese traders and was closely correlated to their fame. All types of goods, even cumbersome, were carried: liquids in casks, cork or skins in bales were placed on the weather deck or hung outside bulwarks, in order to make loading and unloading easier. The ship usually carried three masts with lateen sails; they could be replaced by square sails on the fore and/or main mast in heavy weather. The last Italian "Pink" was deleted from the ships' register in 1866. The later ships were slender and faster, rather similar to a "Chebec" (as shown in the painting), the carrying capacity was lower, but was still highly diversified. Given the capacity to carry a wide range of goods, even liquids, the "Pink" is similar to modern logistic ships.

La "Pink" fu usata da armatori genovesi: la sua capacità di trasportare merci contribuì al successo dei commercianti genovesi ed era strettamente collegata alla loro fama. Venivano trasportati merci di tutti i tipi, anche ingombranti: i liquidi contenuti nelle botti, sughero o pelli impagliati venivano posti sul ponte oppure appesi ai lati per facilitare il lavoro di carico e scarico. Solitamente la nave aveva tre alberi con vele latine che si potevano sostituire con vele quadre sull'albero principale nel caso di tempo avverso. L'ultima nave "Pink" è stata radiata dal registro navale italiano nel 1866. Le ultime navi furono di forma snella e pertanto più veloci, piuttosto simili al "Chebec" (come riporta l'illustrazione), la capacità di trasporto era inferiore ma rimaneva molto diversificata. Data la capacità di trasportare una vasta gamma di merci, perfino liquidi, la "Pink" è simile alle moderne navi di supporto logistico.

