**The Rotortug** propulsion configuration enables the ART 100-42 structures.

With the exploitation of gas in an offshore environment, the need for dedicated Infield Support Vessels (ISV) emerged. An ISV, can do several jobs to support the floating liquification units, jobs such as heading control, hose handling and ship handling in an offshore environment. The ART 100-42 was designed with all these tasks in mind.

vessel has a pulling capacity of 100 tons and an length of 42 meters. She was designed We focus on the big picture: to perform ship berthing How tugs are most effectively operations in offshore environments. The Rotortug propulsion configuration enables the ART 100-42 to maneuver in close proximity to offshore structures such as FLNG units. Her spacious crew quarters and ergonomically designed bridge provide the crew with the comfort they need. The Rotortug ISV's excel with their built in redundancy over other tug designs. An ISV is able to perform the ship emergency response systems. handling duties even with one thruster or engine down in a safe and controlled way.

The ART 100-42 infield support Rotortugs are designed and developed within the frame of tugs operational context. deployed and what design principles should be adhered to secure safer and more effective operations. This includes intrinsic safe stable equilibrium towingand anchor-handling operations. A range of additional services are included for immediate operational availability. Redundancy and service reliability are key areas of our interest for both propulsion, towing, HVAC and

By Potontug.

## DIMENSIONS

Length oa	41.95 meters
Length waterline	39.76 meters
Beam oa	16.60 meters
Depth	6.60 meters
Draught	7.40 meters
Gross Tonnage	1156

## PERFORMANCES

Free running speed Bollard Pull over stern Bollard Pull over bow Side stepping Fire Fighting 1

- 14.0 knots
- 100 metric tons
  - 100 metric tons
    - 7 knots

## CAPACITIES

Fuel Oil	445	m
Fresh Water	75	m



ff shore. ft for the ART 100-42 is designed for extended deployments off-shore. The ART 100-42 is designed for extended deployments off-shore. Redundancy and simplicity are key in securing reliable operations off-shore. Switching to and between day-to-day services should be seamlessly and tug design should accommodate same basic principles. This means human factored engineering at all levels. From the AB securing safer workspaces, avoiding trip hazards and easy walkthroughs, to the chief engineer doing maintenance and tug master with ergonomic bridge lay-out and clear view of the AB workspaces and around the vessel providing natural safety checks when possible.

Jointly with Robert Allan Ltd, our naval architect partner, we are able to develop, and include, the latest tug-related technology in our designs. We use extensive CFD analysis to verify design parameters during the design-phase of a newbuilding project.

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