

ART 100-46



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ART 100-46 provides off-shore parties with a versatile tug workhorse and in-field support vessel. This design offers redundancy and safety during prolonged in-field deployments and dedicated support services. Combining multiple services in a single vessel provides dedicated crews accustomed to parties fields protocols and operations, reducing the number of vessels in-field.

The ART 100-46 is a modern 100 tons bollard pull, 46 meter offshore and light anchor-handling tug capable of cargo transfer, dive and ROV support duties and maintenance, hose-handling, and inspection support. The 46 meter additional deck space provides room to secure 4 TEU modular units and LARS systems during maintenance cycles. Fitted with the patented triple Z-drive propulsion arrangement, dynamic positioning capability is included standard on the ART 100-46. DP2 can be offered with a skeg-fitted transverse thruster.

Rotortugs are designed and developed within the frame of tugs operational context. We focus on the big picture: How tugs are most effectively deployed and what design principles should be adhered to secure safer and more effective operations. This includes intrinsic safe stable equilibrium towing- and 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 emergency response systems.

By Rotortug

DIMENSIONS

Length oa	47.00 meters
Length waterline	43.40 meters
Beam oa	16.77 meters
Depth	6.80 meters
Draught	7.83 meters
Gross Tonnage	1251

PERFORMANCES

Free running speed	14.0 knots
Bollard Pull over stern	100 metric tons
Bollard Pull over bow	100 metric tons
Side stepping	5.7 knots
Fire Fighting	1

CAPACITIES

Fuel Oil	452 m ³
Fresh Water	67 m ³



“Redundancy and simplicity are key in securing reliable operations off-shore.”

The ART 100-46 is designed for extensive 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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