Fitted with the patented triple Z-drive arrangement

> response and manoeuvrability.

ART 70-30 provides US markets with a under 100 feet Rotortug in a feasible hull-form package. Hull structures are optimized for both US tonnage restrictions and international versions to suit construction shipyards. Optimized for easy construction the ART 70-30 design is a cost-effective solution to stakeholders in competitive markets.

The ART 70-30 is a modern 70 of tugs operational context. tons bollard pull, 30 meter, versatile ship-handling platform How tugs are most effectively especially suited to harbour deployed and what design towage operations in restricted and confined spaces. Fitted secure safer – and more effective with the patented triple Z-drive operations. The Rotortug proarrangement the ART 70-30 features exceptional vector tug leverage and response, and response and manoeuvrability. The ART 70-30 hull form is designed for improved course into the assisted vessel). controllability: sailing ahead, astern and sideways providing Lifting operational constraints, easy to drive-and-handle tug Rotortugs provide marine pilots and simple transition from ASD and tractor tug masters to the Rotortug system.

Rotortugs are designed and developed within the frame

We focus on the big picture: principles should be adhered to pulsion arrangement maximizes minimizes jet-impinged thrust losses (propeller wash running

sustained vector control in confined spaces, between bridgeheads and during lockoperations.

By Potontug.

DIMENSIONS

Length oa	30.00 meters
Length waterline	28.55 meters
Beam oa	13.17 meters
Depth	4.80 meters
Draught	6.15 meters
Gross Tonnage	460

CAPACITIES

Fuel Oil	150 m ³
Fresh Water	20 m ³

PERFORMANCES

Free running speed13.0knotsBollard Pull over stern70metric tonsBollard Pull over bow70metric tonsSide stepping7.5knotsFire Fighting 11



The ART 70-30 combines state of the art design data and reliable proven technologies. The sophisticated design combines high-performance and heavy duty equipment with great aesthetics and humanmachine interfacing. We believe in maximizing tug performance by creating easy and intrinsically safer tugs to use. 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.

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. The ART 70-30 combines state of the art design data and reliable proven technologies.

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