

## Ocean-going ATB Tug

# 142' 5000kW Diesel-Electric ATB Tug

The 142' 5000kW Diesel-Electric ATB Tug is designed for handling an ocean-going wind farm feeder barge while coupled with an Intercon ATB (Articulated Tug/Barge) connection system.

The ATB system is intended for the transportation of offshore wind turbine components (nacelle, blades, upper tower sections) - which are loaded on a cargo frame onboard the barge - from the load-out port to the on-site Maersk WIV (Wind Installation Vessel).

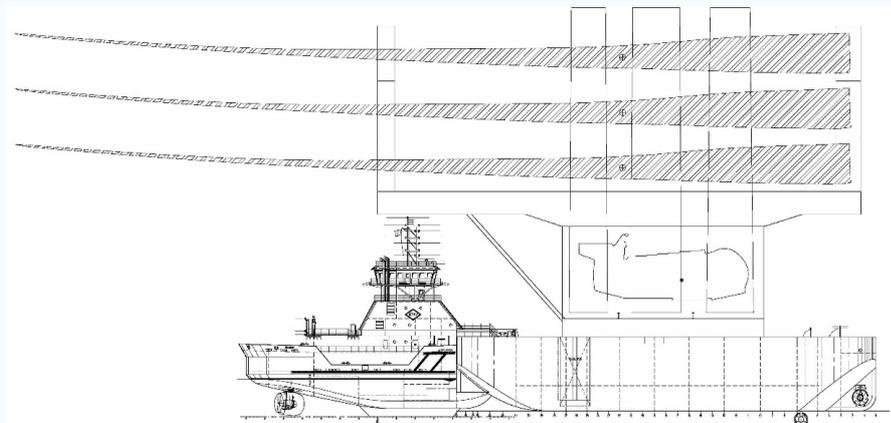
The barge will be docked in the WIV by means of the tug's power and thrusters, and then the cargo frame with WTG components will be elevated up to the WIV main deck via an elevator system. The ATB will be then withdrawn from the WIV while the WTG components are being installed but will stay in the vicinity of the WIV. After the installation of the wind turbine, the cargo frame will be returned to the barge and the ATB system will be released from WIV and return to port to another loading.



Figure - for illustration purposes only

### Key Features:

- Dynamic Position class DPS-2
- 2x 2500kW electrically-driven Azimuth thrusters (TBC)
- 10 people accommodation
- EPA Tier 4, IMO Tier III



# TECHNICAL SPECIFICATIONS

## General

|                |   |
|----------------|---|
| Delivery       | 2026  |
| Shipbuilder    | Bollinger Shipyards, Inc.   |
| Ship design    | Guarino & Cox, LLC  |
| IMO            | TBD   |
| Call sign      | TBD   |
| Engine builder | Caterpillar   |
| Flag           | US  |
| Class          | ABS   |
| Class notation | ABS ✱A1 Towing Vessel ATB ✱AMS, ✱ACCU, UWILD, ATB, CPS, DPS-2 (No Circle E) |

## Dimensions

|                      |   |
|----------------------|---|
| Overall length (LOA) | 43,3 m (142')   |
| Breadth, moulded     | 13,4 m (44')  |
| Depth                | 7,5 m (24'6") (keel to main deck amidships, including box keel) |
| Draft, loadline      | 6,1 m (20')   |
| Tonnage              | Under 200 USGRT (US Regulatory Tonnage)                         |

## Propulsion / Bollard Pull

|                     |  |
|---------------------|--|
| Gensets             | 4x diesel generator sets, 2250 ekW @ 1800 RPM                      |
| Thrusters           | 2x 2500kW fixed-pitch, electrically-driven Azimuth thrusters (TBC) |
| Dynamic positioning | DPS-2 (connected tug and barge)                                    |
| Speed               | 6 knots (approx., combined tug and barge)                          |
| Emissions           | EPA Tier 4, IMO Tier III   |

## Navigation & Communication Equipment

|           |   |
|-----------|---|
| System    | Marine Technologies Bridge Mate Dynamic Positioning System - with Manual joystick control, auto-heading mode, autopilot, ECDIS, "smart-docking", 3x Gyrocompass, Anemometer |
| Radar     | 2x with ARPA/CAS capability   |
| VHF Radio | 4x ICOM IC-M506-41 and 3x Jotron Tron TR20 GMDSS (Handheld Radios)  |
| UHF       | 1x UHF Base Station and 6x portable UHF radios, ICOM or equal   |
| GMDSS     | Furuno RC1815 Console   |
| AIS       | Furuno FA170 Automatic Identification System  |
| DGPS      | 2x Furuno GP170D DGPS Navigation System   |

## Deck Capacities / Equipment

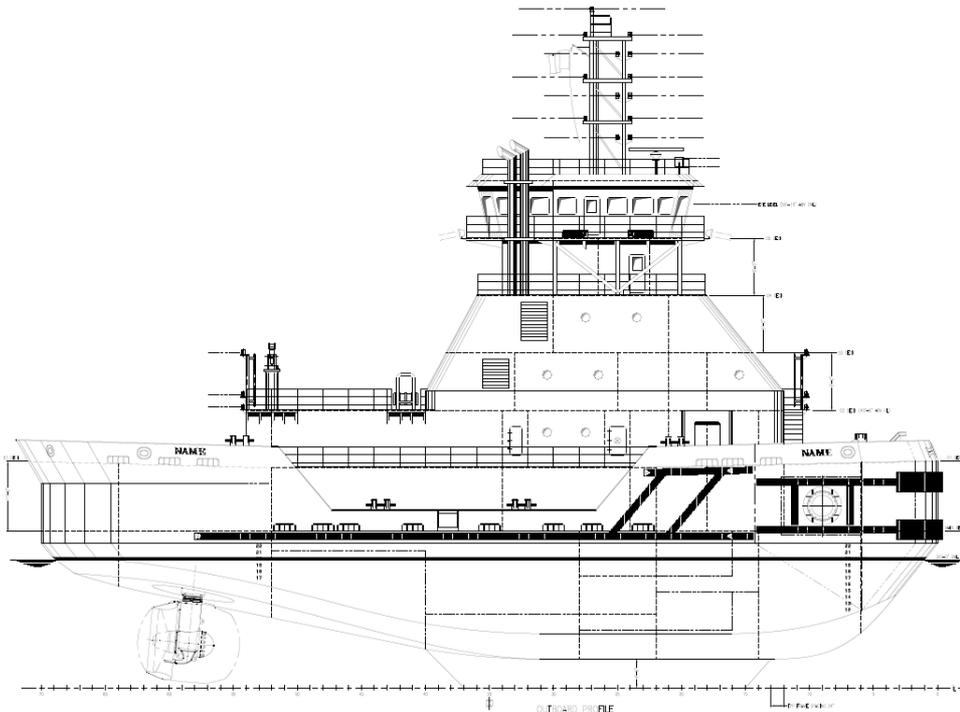
|              |   |
|--------------|---|
| Anchor Winch | 1x 2t hand winch                                    |
| Crane        | 1x electro-hydraulic telescopic, approx. 2t at 7.3m |
| Capstans     | 2x electro-driven mooring capstan, 5.4t and 2.7t    |

## Tank Capacities (approx. @ 100%)

|                      |          |
|----------------------|----------|
| Fuel Oil Capacity    | 541,3 m3 |
| Fresh Water Capacity | 45,4 m3  |
| Ballast Capacity     | 446,7 m3 |
| Urea Capacity        | 39,7 m3  |

## Accommodation

|      |           |
|------|-----------|
| Crew | 10 People |
|------|-----------|



\*All figures and data believed to be correct, but not guaranteed  
Update 04/2024

