

Offshore feeder docking for high-efficiency installation

Maersk Viridis

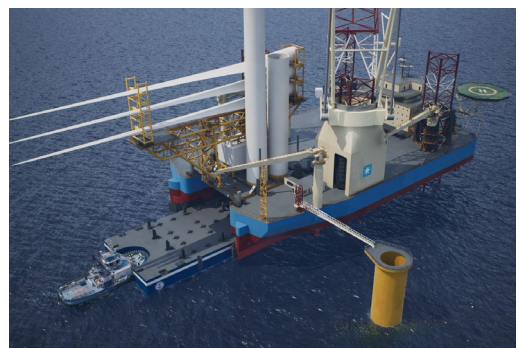


Maersk Viridis is the world's first WTIV with a built-in docking system, designed to operate with purpose-built feeder vessels that ferry the WTG components out from port. This enables Maersk Viridis to remain permanently at the windfarm, carrying out uninterrupted installations.

This bespoke feeder solution can operate anywhere in the world – including in the U.S.

An integrated feeder spread

- **WTIV** (Maersk Viridis) with **ATBs** (Articulated Tugs & Barges), operating as one unit
- **Faster and safer** transfer of WTG components at sea, with new stabilising technology that eliminates the need for dynamic lifts
- **WTIV with 2,000t crane with 180m lifting height** above deck, designed for the next generation of 20MW+ WTGs



Feeder vessels (2x sets of Articulated Tugs and Barges)

- **Jones Act compliant** spread thanks to U.S.-flagged, owned and operated by Edison Chouest, constructed by Bollinger
- **Purpose-built** to pair with the WTIV Maersk Viridis
- **Enables more ports**, including smaller or shallower marshalling points, or ports behind locks and floodgates

TECHNICAL SPECIFICATIONS

General

Delivery	2025
Shipbuilder	Seatrium Singapore
Ship design	Seatrium
IMO	9972309
Call sign	02A02
Engine builder	HIMSEN
Flag	Danish
Class	ABS
Class notation	✱A1 SELF ELEVATING UNIT, ✱AMS, ✱ACCU ✱DPS-2, HELIDK, CRC(HC, OC-PL), OHCM, Wind IMR, UWILD, 
Notation	IHM; Comply with DNV : CLEAN DESIGN & COMF V(2) & C(2); Green Passport EU (Recycling); Compliance – Hongkong convention for ship recycling; EU (SRR)

Dimensions

Overall length	143,0m (without Heli Deck)
Breadth	83,2m
Moulded depth	11,0m (main hull)
Max. Draft	6,5m (hull) / 13,5m (appendage)
Min Draft	12.6m (including appendage)

Main Engines & Propulsion

Main generators	Diesel electric, 6 pcs @ 4,300 KW
Main propulsion	6 pcs Azimuth thrusters – 4,500 kW 2 pcs Tunnel thrusters – 900 kW, DP2
Dynamic positioning	DP2
Max speed	6.8 knots
Emissions	Imo tier III, LP-SCR

Jacking System & Deck

System (NOV)	Rack & Pinion, VFD
Max elev. weight	47,335t (jacking), 80,000 t (holding)
Deck	4,000m ² + 875m ² in cargo frame
Leg length incl. Spudcan	118m; max. 87.5m /b hull; 80.0m /b appen.
Spud cans	4 @ 315 m ²
Max. Spudcan load	75 t/m ²
Cargo Deck	4.000m ²
Max. Variable deck load	12,000t
Max. Deck load	7.5 t/m ²
Docking Recess	41m x 30m

Crane

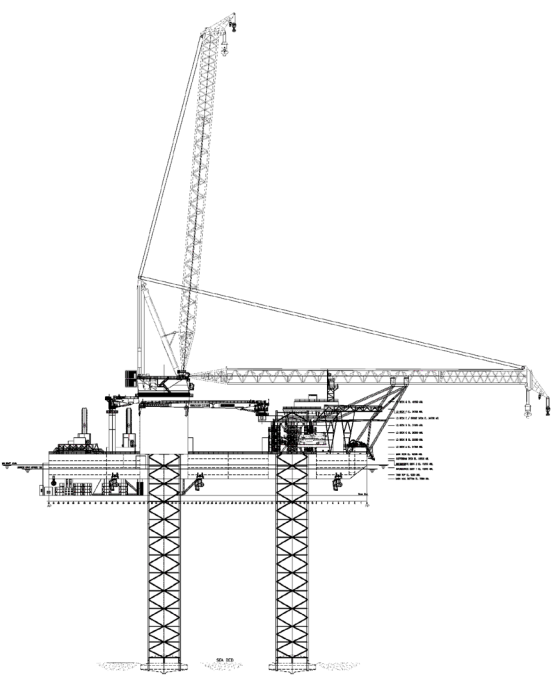
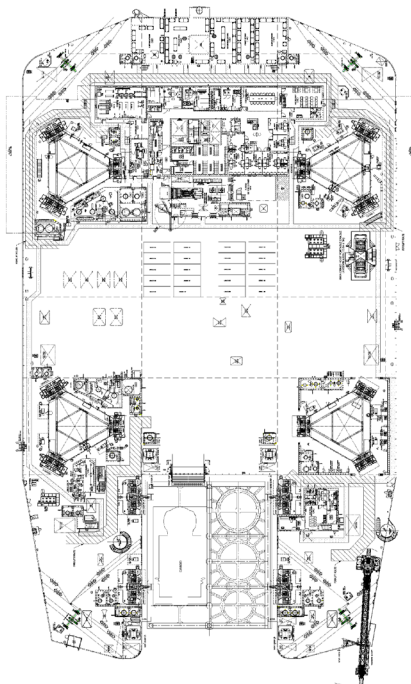
Make	NOV
Capacity	2,000t
Lifting Height above deck	180m
Radius at max. capacity	35.8m
Whip hoist (above deck)	300t@190m
Aux cranes (#3)	2x25mt@40m, 1x15mt@55m

Cargo pushdown/Elevation system

Max. Cargo weight for elevator:	5,000t (3,000t payload)
Push-down of barge:	2m (normal operation)
Total pushdown capacity	9,200t active / 14,400t passive
# Jacking pistons	4

Accommodation & Access

POB	100 single cabins
Office	5 client office, 24 pax in 2 conference rooms
Heli Deck	Yes
Walk-to-work	40m gangway (self-deployed)



* As of April 2026, all figures and data are believed to be correct, but cannot be guaranteed.

U.S. ATB Tug

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

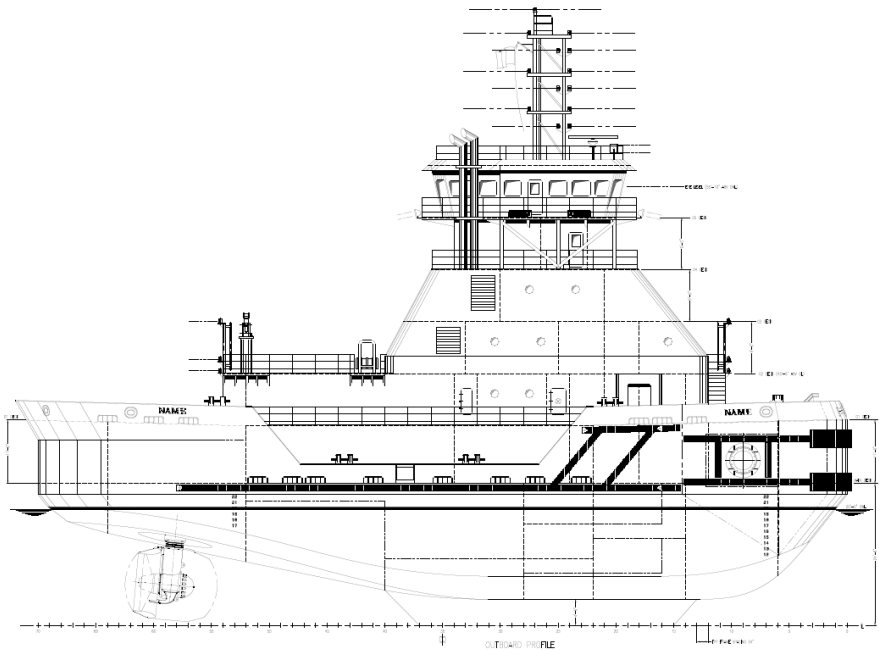
Anchor Winch	1x 2t hand winch
Crane	1x electro-hydraulic telescopic, approx. 2t at 7.3m
Capstans	2x electro-driven mooring capstan, 5.4t and 2.7t

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
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U.S. ATB Barge

TECHNICAL SPECIFICATIONS

General

Delivery	2026
Shipbuilder	Bollinger Shipyards, Inc.
Ship design	Guarino & Cox, LLC
IMO	TBD
Call sign	TBD
Flag	US
Class	ABS
Class notation	ABS ⚙️A1 Barge ATB, PAS, UWILD, DPS-2

Dimensions

Overall length (LOA)	68.0 m (223'-3")
Breadth, moulded	36.0 m (118'-0")
Depth, moulded	12.0 m (39'-5") (moulded hull to main deck amidships)
Draft, loadline	5.26 m (17'-3") (approx.)
Cargo Deadweight	7,044.2t (6,933 LT) (approx.)

Propulsion

Thrusters	2x 1350kW fixed-pitch, electrically-driven Azimuth thrusters (TBC) 1x 1400kW fixed-pitch, electrically-driven Tunnel thruster (TBC)
Dynamic positioning	DPS-2 (connected tug and barge)
Speed	6 knots (approx., combined barge and tug)

The electrical power for the Barge is supplied from the Tug via umbilical cable (690V, 3-Ph, 60 Hz).

Ballast System

Ballast Pumps	5x 275 m³/hr, reversible propeller pump (for the heeling ballast tanks) 2x 200 m³/hr, vertical centrifugal pump (for the heeling/trimming ballast tanks and for ballast discharge)
Transfer Pumps	2x 200m³/hr, vertical centrifugal (for seawater ballast transfer system)

Ballast Tank Capacities (approx. @ 100%)

Freshwater Heeling Ballast Tanks	1,180.8 m³
Heeling/Trimming Ballast Tanks	1,356.3 m³
Seawater Ballast Tanks	8,502.0 m³

Navigation & Communication Equipment

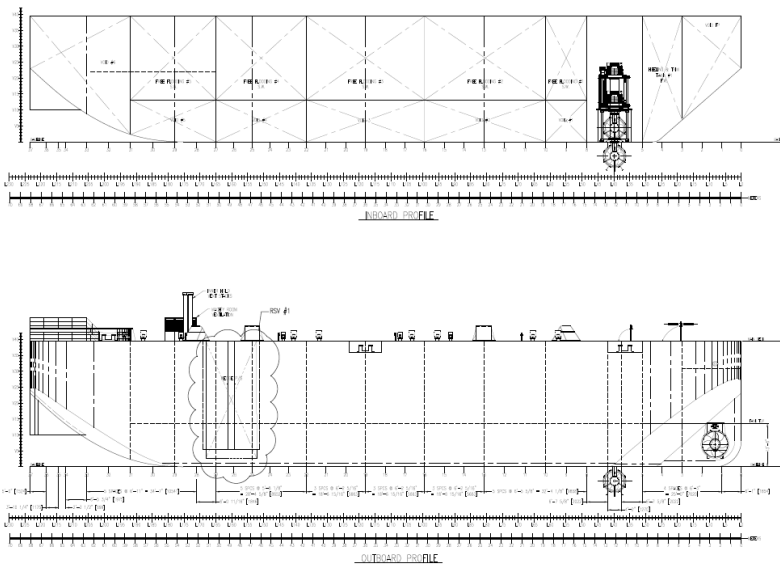
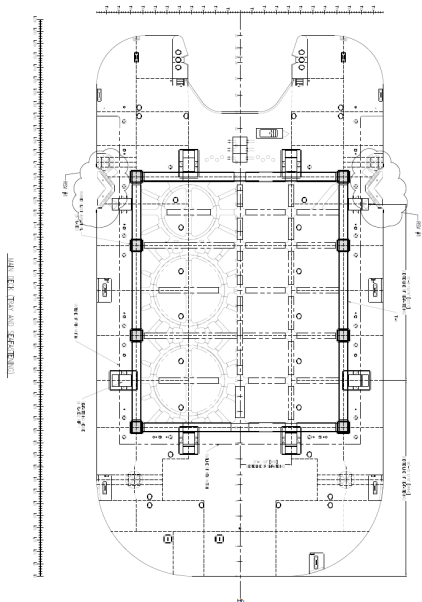
Radar	2x radar scanners
Radio	1x UHF base station for portable UHF radios

Deck Capacity / Equipment

Deck Space	approx. 930 m² (Cargo Frame Area)
Capstan	1x electro-driven mooring capstan, 11.3t

Cargo frame

Base Dimensions	33.4m x 27.9m
Blade Rack Dimension	81.3m x 13m x 29.9m
Weight	2,100 t
Payload	5,000 t (including cargo frame weight)
# of WTG	1 full set (20MW+)



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