

## CHARTER

05.2012 – 07.2012	Towage and assistance of NOSTAG 10 during cable laying operations in offshore wind farm 'Baltic II' (Baltic Sea).
08.2012 – 12.2012	Towage and assistance of NOSTAG 10 during cable laying operations in offshore wind farm 'Borkum West II' (North Sea).
01.2013 – 03.2013	Decommissioning of gas-platform Manslagt Z1 in the river Ems, client ExxonMobil, towage and assistance of the jack-up barge ODIN as well as cargo runs and crew transfer
04.2013	Assistance jobs in the Kiel-Canal
05.2013 – 06.2013	Towage and assistance of the EIDEBARGE 45 transporting 30 offshore wind turbines from Bremerhaven to Oostende for wind farm 'Thornton Bank III' in Belgium
07.2013 – 10.2013	Towage and assistance of the cable laying barge STEMAT 89 during a job in the Irish Sea. The job started with the towage from Rotterdam to Heysham UK
11.2013 – end 2014	Assistance of the NOSTAG 10 during her cable laying job in the Baltic Sea for the 'Baltic II' offshore wind farm



## EQUIPMENT

- Deck crane with SWL 12 t @ 10 m, max 15 m outreach
- Bow- and sternroller SWL 120 t, L = 6,8 m
- 1 x hydraulic tow pin and sharkjaw unit
- 2 x hydraulic tugger winch
- 2 x hydraulic vertical anchor winch
- 1 x hydraulic independent double drum combined anchor handling and towing winch
- 2 x towing hook
- Push bows forward and aft

## ACCOMODATION

- Changing area, lockers, toilet on main deck
- Messroom, pantry
- 4 single cabins with 2 x shared toilet and shower, 2 x with pull-down extra bed
- 1 cabin for 2 persons with pull-down extra bed, single toilet and shower
- Galley, store, lounge
- The vessel is designed for an endurance of 20 days in operation with full crew

## TECHNICAL DATA

Length o.a.:	31,5 m
Beam o.a.:	12,0 m
TBL, max loadline:	3,00 m
Deck load:	10 t/m <sup>2</sup> (main deck)
Deck area:	135 m <sup>2</sup>
Bollard pull:	50 t
Speed:	12,7 kn
Main engines:	2 x CAT 3512B HD 1425 kW@1600 rpm
Auxiliary:	2 x MAN 250 kW powerpack with 120 kW hydraulic and 96 kWe alternator
Port GenSet:	1 x 50 kWe Perkins



# CASE STUDY

## FIRST NAVTUG® FLATTOP TYPE MULTIPURPOSE TUG TORSTEN

designed by NAVCONSULT





The captain, employee of the company 'JW van Stee' in Harlingen Netherlands, has been working on different multipurpose tugs and offshore service vessels all over the world for doing long distance towages or anchor-handlings jobs. He was several times in command of the newly built multipurpose tug TORSTEN,

## *multipurpose*

which is the first vessel of the new **NavTug@FlatTop** type designed by the company NavConsult in Brunsbüttel, Germany.

"This handy sized and powerful multipurpose tug offers a smart solution which fulfills all technical requirements for doing towing and anchor-handling jobs near or offshore, as well as material or crew transfers", he says. "And we, the crew, enjoy the accommodation. The comfortable cabins distinguish themselves by very low noise level and their appropriate sizes are one of a kind for this type of vessel."

We are on board the ship, towing the cable laying barge NOSTAG 10 offshore. Wave heights up to 4 m and heavy wind blowing, but we feel fully safe as this ship was designed to withstand severe weather conditions. The captain used to tell stories about difficult situations he faced on other vessels, "but here it's different", he says, "That's also known by the operation department. They assign TORSTEN also to jobs in such critical weather windows".

In December 2010 the first **NavTug@FlatTop** was laid on keel. It took place on Istanbul based Turkish yard SanMar. Before that, extensive meetings regarding interfaces and design have been performed with the yard as well as initial and structural design works.

## *powerful*

At the beginning of 2012 the vessel was delivered and – after sailing to Germany – she was integrated to "Hans Schramm und Sohn Schleppschiffahrt" fleet.

The **NavTug@FlatTop** is a versatile and powerful assistance vessel similar to 'MultiCat' or 'Euro-Carrier' types. One unique feature is its development in close cooperation with German flag state authorities to fulfill international and

national regulations at that time. With a length of 31,5 m and a beam of 11,5 m she has a bollard pull of 50 tons. The vessel offers a big free working deck with a powerful deck crane and a double drum independent towing- and anchor-handling winch. Due to its small draught, it can operate near shore in shallow water as well as offshore for miscellaneous assistance jobs in construction sites or as anchor handling vessel for cable laying vessels, for example in offshore wind farms. Operating 24hrs special attention was given to size of cabins and sound levels and -protection (< 60dBA).

## *versatile*

Being the right answer to the market needs, the ship earns money every day. Since commissioning she was and is still in a continuous charter – with a positive feedback from the charterers. "We were scanning the market for a powerful multipurpose tug with a bollard pull over 45 tons for quite a while" says one of the clients, "finally we found TORSTEN and have been lucky that she was available for the job. We are very satisfied with the performance and for the next project we know directly whom to call". Thinking about reliability he adds "For us it's important that the ship is there when needed and no technical defect delays the job".

The first job of the tug began in May 2012 in the Baltic Sea for NSW in the offshore wind farm 'Baltic 2'. There she had

to do for what she was designed for: to operate as an assistance vessel for the cable laying barge NOSTAG 10 and doing towing and anchor-handling job over 24h.

After the first job which ended in July 2012, the time of mobilization for the next job was used to revise and optimize the deck layout of the vessel to increase the already good anchor-handling performance even more. The next job was again to work as an assistance tug for the NOSTAG 10, but this time in the North Sea.

Of course, there were infancy problems, also due to the fact that the vessel has been tested directly in duty. But none of these items has caused a delay in the job or that the client canceled its charter. So it pays off to investigate in proper design and equipment selection.

"We are very happy with the performance of our first FlatTop-type vessel", says Mr. Torsten Andritter-Witt, Managing director of the shipping company Hans Schramm & Sohn Schleppschiffahrt, "of course it was a high risk to order a new designed vessel from a kind which is unique in the world, but we have trusted in the know how of NavConsult as a designer and they have not disappointed us! For the future we are very confident that this design will find its way to the market and the TORSTEN will not be the only **NavTug@FlatTop** type ever built".

## *reliable*

