Higher Force, Lighter Design And Less Fuel Consumption: Svitzer Introduces Transverse Tug

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COPENHAGEN, 6 DECEMBER 2021 – Today, global towage operator Svitzer announced an agreement with Robert Allan Ltd. and Sanmar Shipyards to build the TRAnsverse Tug, the next generation multipurpose tug.

The innovative TRAnsverse Tug is able to generate higher steering forces than most designs of similar dimensions and comes with an innovative staple design and unique ability to push, pull and manoeuvre in all directions – all neatly wrapped in a smaller and nimbler tug boat. With omni-directional hull form and propulsion, steering forces over the full range of speeds & manoeuvres, and a unique towing arrangement, the compact and more fuel-efficient TRAnsverse Tug is scalable and suitable for all types of harbour and terminal towage operations.

The TRAnsverse Tug will be fitted with the Svitzer Catcher and other equipment to automate operational elements. It brings together the best of Svitzer innovations and looking ahead, it will be the ground design for the recently announced carbon neutral methanol fuel cell tug that Svitzer and Maersk are developing together with Robert Allan Ltd.

Commenting on the announcement of the TRAnsverse Tug, Svitzer COO Ingrid Uppelschoten Snelderwaard said:

“This tug is a game changer. Our customers expect us to deliver flexible and environmentally friendly towage services at a competitive price and it is our passion to think out of the box and deliver innovative solutions to meet these expectations. I am proud that we are able to pave the way for future tug designs and at the same time ease the transition from the marine fuel we use today to the future carbon neutral fuels that we are transitioning to over the coming years.”

Together with a core Svitzer team, Thomas Bangslund, Svitzer’s Head of Technical Innovation, has led the invention of the new tug design that after a series of successful tank tests and simulations is now ready to be built by Sanmar with Robert Allan Ltd as the designer.

“It is highly rewarding to see this multipurpose and very versatile tug become a reality. It started as a wish to improve efficiency in our operations and is now materialising as a powerful and cost-efficient tug with the potential to reduce both operational cost and CO2 emissions, while improving the safety margins in operations. The design combines the best of our innovative powers and I truly believe that this kind of customer focused innovation is what the towage industry needs to stay relevant,” said Thomas Bangslund.

In collaboration with Robert Allan, the first-ever Svitzer TRAnsverse Tug will be built for harbour towage in Svitzer Europe, with expected delivery in Q3 2023.

Commenting on the TRAnsverse Tug, James R. Hyslop, Manager, Project Development, Robert Allan Ltd., said:

“Robert Allan Ltd. is very excited to be part of the team that will bring this new and innovative tug design to the towage market. Integrating all these technologies into one vessel has never been done before and it was a real challenge to do it in a way that is safe, functional, and economic. It was only after an exhaustive tank testing program at HSVA Hamburg, with valuable input from Svitzer’s Masters, that the final layout was determined. Our design team is looking forward to the opportunities that will come with the construction and testing of this tug, as it paves the way for future newbuilds in the Svitzer fleet.”

Commenting on the TRAnsverse Tug, Ali Gurun, Manager, Vice President, Sanmar Shipyards, said:

“We are proud to be a part of this very specialised project in which we will be happy to incorporate our experience and know how.”

About the TRAnsverse Tug

The first TRAnsverse Tug will be a 25.8m 60t Bollard Pull tug built to comply with the Tier III emissions regulations. The tug is designed with thrusters in line and an omni-directional hull form. To make full use of its advanced capabilities the tug is equipped with a render recovery double drum escort winch and a set of 100 T SWL tow pins. In addition to its innovative design emphasis have been put on ease of operation for the onboard crew implementing technologies such as the Svitzer Catcher to allow for line handling from the bridge.