

The Future of Towage Is Here

The TRAnsverse tug: A generational leap in performance, sustainability and control.

Built for power, precision, stability, control, and versatility.

- The world's most advanced and efficient tug
- The TRAnsverse tug can perform a wider variety of jobs, do them faster, and with greater fuel efficiency
- More responsive to Pilot requirements and dynamic, on-demand control needed for ship handling and complex operating conditions
- The 'Swiss army knife' of tugs:
Can operate in complex and close-quarter operating contexts, with all ship types and sizes in challenging weather and tidal conditions
- 50% expanded dynamic operating envelope for broader weather and sea-state conditions.

By experts, with experts, for experts.

- Design by Robert Allan Ltd and Svitzer
- Developed through deep partnerships with pilots, engineers, classification societies, and towage customers globally
- 26m, 29m, 32m and 35m variations – all high fuel efficiency
- Available in electric, hybrid, dual-fuel and conventional fuel options. Biofuel enabled.
- Patented staple with double-ended hull and in-line propulsion with omni-directional thrust
- Unique and only available with Svitzer.

Be quick to secure new build options with Svitzer today. **Demand is high.**

Download the White Paper and learn more at: svitzer.com/TRAnsverse



Vessel Spotlight: Svitzer Barrington

TRAnsverse 3200

Length: **32m**

Beam: **13.7m**

Operational draft: **~6.1m**

Bollard pull: **81 tonne**

Speed Astern: **14.4 knots**

Speed sideways: **7.5 knots**

Max (escort) steering force (10kts): **124 tonnes**

Max Braking Force (10kts): **186 tonnes**

Fuel: **Conventional diesel** (biofuel enabled)



Port of operation: Port of Newcastle, NSW, Australia.

Freight demand: 166-168 million tonnes of cargo per annum and 4,600+ vessel calls annually, requiring high operational efficiency and service reliability.

Vessels assisted: Capesize bulk carriers, Ro-Ro, LoLo, Tankers, General Cargo and cruise vessels.

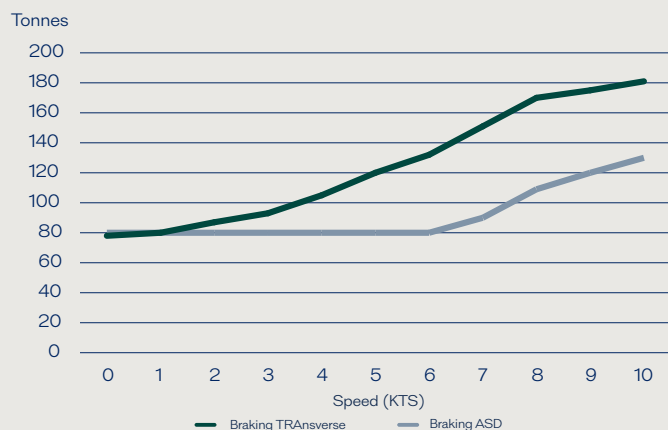
Dynamic, responsive, powerful, versatile and sustainable

- Highly manoeuvrable and can be operated in tight spaces such as canals and locks.
- Can provide steering force on the bow at low speed
- No need to sail around the bow/stern for pushing
- Greater responsiveness and operational power
- Generating high forces and doing it quickly
- Easily positioned without imparting unwanted towline forces

Direct and indirect **Steering** comparison between TRAnsverse 32m and ASD 32m



Direct and indirect **Braking** comparison between TRAnsverse 32m and ASD 32m



- Up to 15% improved fuel efficiency, contributing directly to decarbonisation goals
- Superior control during dynamic towing, with increased direct and indirect forces at speeds up to 8 knots
- Side stepping capability at greater than 7 knots
- Finger-tip precision control – ability to move between direct and indirect modes with stability and responsively to Pilot's command.
- Reduced training time and higher safety margins, thanks to intuitive, ergonomic controls.