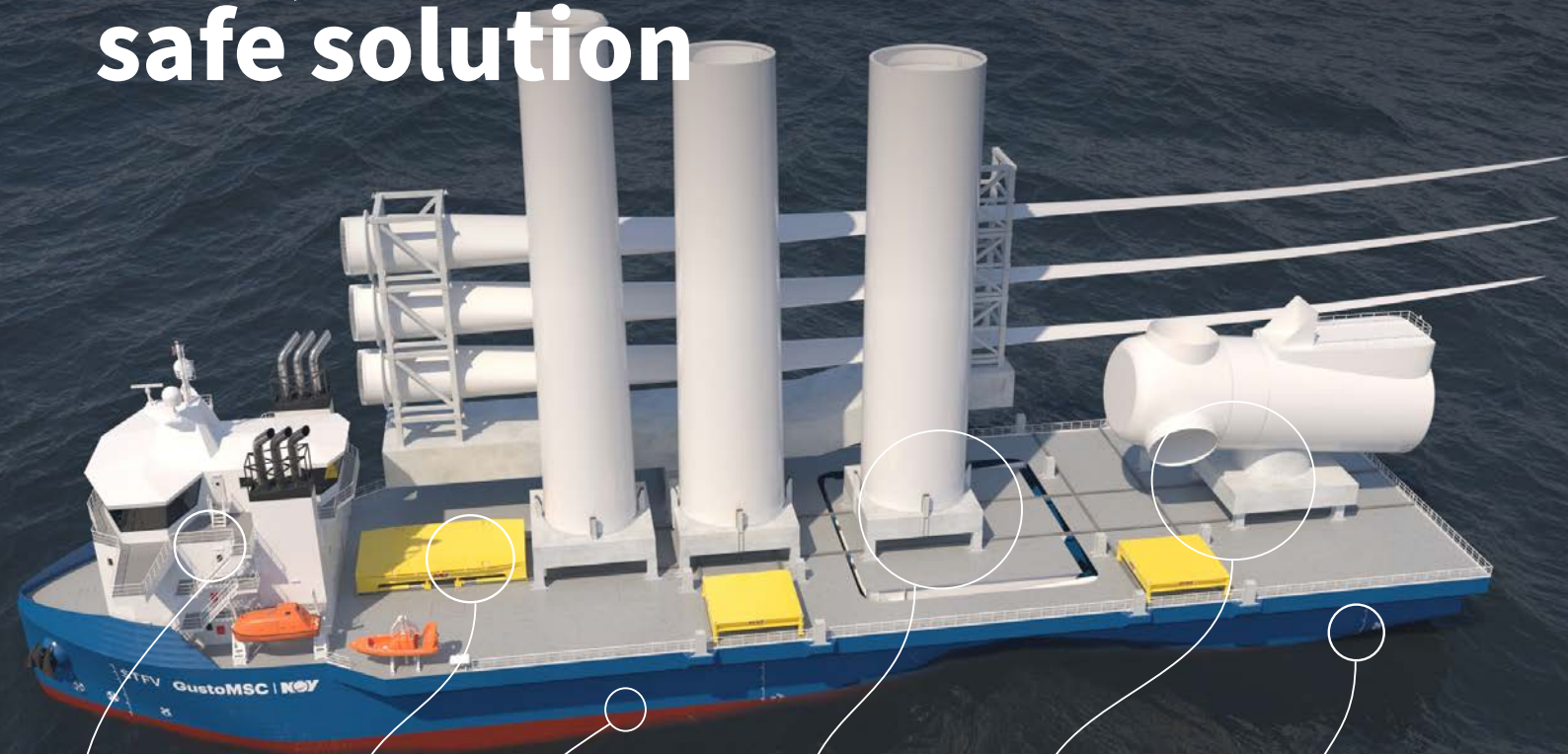


Wind turbine transport vessel

Fast, flexible & safe solution



Single and double cabins for up to **30 PoB**

Transport skidding system

Deadweight capacity **>7,000 t**

Compensation lift-off system **1,250 t** in operational conditions

Large deck area **3,000 m²**

Station keeping **DP2**
High transit speed **> 12 kn**

Steady Top Feeder Vessel

Next to the successful Wind Turbine installation Jack-up range, GustoMSC has added a novel floating feeder solution. This specially designed transport vessel will be able to load WTG components in port and transport them to the field. At site, in dynamic positioning mode, a dedicated WTI Jack-up will be able to lift-off WTG components safely from a motion compensation platform while maximizing workability in the offshore environment. The motion compensation platform will handle one component at a time. Via the skidding system, components are transferred from storage position to the motion compensation platform for lift-off. Optimized main dimensions and hull design offer a high transit speed, improved motion behavior for maximum workability, low air-draft and small beam for increased port access and a low depth to allow for port loading using multi-wheelers (SPMTs). Besides WTG components the STFV will be able to transport other items like monopiles, transition pieces, jackets, topsides, etc. Optionally, the vessel can be equipped with a heavy compensated gangway system, additional facilities for crew transfer, LNG power, etc.

Features

- Motion compensated Lift-Off to a fixed WTI Jack-up
- Integrated skidding system with high operability and autonomy
- Port access: Low air-draft, hull width and shallow draft
- Port loading: By multi-wheelers or by port crane
- Multi-purpose transport capability with large open deck
- World wide unrestricted transit
- Designed to minimize environmental footprint
- Dual fuel ready, space for optional LNG fuel tanks

The STFV design can be customized to meet client specific requirements



Partners in the development of steady top feeder solutions

STFV alongside installation jack-up for offloading

Main characteristics

Hull	
Length overall	120.0 m
Breadth overall	32.0 m
Breadth at waterline	26.0 m
Depth at main deck	11.25 m
Max. draught (fully loaded)	5.00 m
Max. draught in port (loading)	7.00 m

Power generation

Main diesel generators	16.2 MW
Emergency diesel generator	1,000 kW

Propulsion and station keeping

DP2	
Main propulsion and DP thrusters	2 x 3.5 MW
Tunnel thrusters	2 x 1.8 MW
Retractable fwd thruster	1 x 1.5 MW

Transit speed

Max sailing speed	abt. 13 kn
-------------------	------------

Accommodation

POB	30
Single / double cabins	12 / 6

Tank capacities

Fuel oil	850 m ³
Potable water	300 m ³
Anti-roll tanks	3,000 m ³

Transport capability

Deck area	± 3,000 m ²
Deck dimensions	92 x 32 m
Deadweight	7,000 t
Deck strength	15 t/m ²

Operational capabilities

Lift-off capacity	
In design environment	1,250 t
maximum	1,500 t

Motion compensation, station keeping & skidding

Wave height (Hs)	1.5 - 2.5 m
Wave period (Tz)	3 - 18 s
Wave directions	360 deg

Motion Compensation performance

Heave, roll and pitch motions	95%
-------------------------------	-----

Motion compensation system

Make	GustoMSC licensed by BargeMaster
Type	BM T-1500G
Maximum lift-off capacity	1,500 t
Platform chord distance	19 m

Power supplied by vessel by integrated e-driven HPUS

TECHNOLOGY

The motion compensation system is an optimized and integrated solution based on the existing and proven BM-T700 platform by BargeMaster. The BM-T1500G measures vessel motions and actively compensates roll, pitch and heave motions by means of three hydraulic cylinders. Position keeping in the lateral plan (surge, sway & yaw) is achieved by means of dynamic positioning with the vessels thrusters. Additionally, the vessel is equipped with a flume type anti-roll system..

Skidding system

Make	NOV
------	-----

The skidding system is comprised of fixed skid rails affixed to the skid-deck of the vessel and skid carts which support and propel the WTG components from their storage positions to the lift-off position. The WTG components are divided in five pieces positioned on five dedicated supports; three tower components, one nacelle + hub and one blade rack (1 set of 3 blades). The skid carts are able to move in longitudinal and transverse direction while the vessel is afloat on DP.

Longitudinal skid cart

Capacity (in design environment)	1,250 t
Track width	6.75 m

Transverse skid cart

Capacity (in design environment)	400 t
Track width	6.75 m

GustoMSC services

GustoMSC provides the basic design package including Class approval obtainment. Integration of the Motion Compensation and Skidding System. Delivery of the dedicated Motion Compensation System and Skidding System

Classification, regulations

ABS or equivalent
DP2 station keeping notation (upgradable)

Data presented in this product sheet is for information only and subject to change without notice.