

KÄTHE WESSELS – Low-draught, high-bollard pull ASD tug



Shipbuilder:.....**Damen Shipyards Group**
 Designer:.....**Damen Shipyards Group**
 Vessel's name:.....**Käthe Wessels**
 Owner/Operator:.....**Neue Schleppdampfschiffsreederei Louis Meyer GmbH & Co. KG**
 Country:.....**Germany**
 Flag:.....**Germany**
 Total number of sister ships already completed:.....**0**
 Total number of sister ships still on order:.....**0**
 Contract date:.....**September 2023**
 Delivery date:.....**February 2024**

In February 2024, Hamburg-based Neue Schleppdampfschiffsreederei Louis Meyer GmbH & Co. KG welcomed an ASD Tug 2111, one of the first in its class. This vessel, now operating under a long-term charter with Emden Schlepp-Betrieb GmbH (ESB), is stationed in Emden, a top-tier port renowned for car shipping. The tug's compact design, shallow draught and bollard pull exceeding 50tonnes make it suited for navigating large vessels through the port's diverse areas.

This marks the third Damen-built vessel for Louis Meyer and the second for ESB. The ASD Tug 2111 stands out for its advanced engineering and eco-friendly features. It complies with IMO Tier III emissions standards, ensuring reduced environmental impact – a critical factor in modern maritime operations. The tug is equipped with a 2.4m-diameter propeller, which delivers enhanced thrust for superior towing and manoeuvring capabilities. Additionally, the patented Damen Twin Fin system ensures exceptional course stability and predictable handling, whether during free sailing or bow-to-bow operations.

The ASD Tug 2111's design prioritises both performance and versatility, enabling it to handle the demanding conditions of Emden's busy port. Its compact size does not

compromise power, making it an ideal choice for tight spaces and shallow waters. For ESB, this tug enhances operational reliability, supporting Emden's role as a key hub for automotive logistics. For Louis Meyer, the vessel represents a step forward in modernising its fleet with sustainable, high-performance assets.

TECHNICAL PARTICULARS

Length, oa21.01m
 Breadth, oa10.81m
 Depth at sides.....4.05m
 Gross tonnage.....199
 Displacement.....403tonnes
 Draught aft5m
 Deck space.....45m²
 Deadweight.....40tonnes
 Max speed.....12.2knots
 Bollard pull.....50.8 tonnes (ahead) / 47.8tonnes (astern)

Propulsion
 Main engine(s):
 Number of engines.....2
 Make.....Caterpillar
 Model.....3512C HD TA/C
 Output total power2,760kW@1,600rpm

Propeller(s):
 Number of propellers.....2
 Make.....Kongsberg Maritime
 Model.....US165S P17 FP
 Diameter.....2,400mm
 Material.....Ni-Al-Bronze
 Number of blades.....3
 Fixed/controllable pitch.....Fixed
 Open/nozzled.....Nozzled

Towing winch:
 Number of winches.....1
 Make.....Damen Marine Components
 Capacities.....Hydraulically driven
 two-speed double drum,
 pull 35tonnes, up to 10m/min on second

layer, max speed 40m/min, brake holding force 150tonne on second layer
 Bridge electronics:
 Radar.....Furuno FAR 1518-BB
 Autopilot.....Simrad AP-70
 GMDSS.....A1
 Satellite compass/GPS.....Simrad GN70/HS80A
 Electronic Chart System.....MaxSea TZ Professional
 Engine monitoring system.....Praxis Automation

Other communication systems:
 - Echosounder.....FE-800
 - VHF.....Cobham Sailor 7222
 - AIS.....Furuno FA-170
 - Remote monitoring.....Damen Triton

Onboard capacities:
 Fuel oil.....30.5m³
 Fresh water.....7m³
 Sewage.....3m³
 Dirty lubrication oil.....1.32m³
 Clean lubrication oil.....1.32m³
 Bilge water.....2.54m³
 Urea.....1.46m³

Complement:
 Number of crew.....6
 Number of passengers.....0
 Number of cabins.....3 (doubles)

Other significant or special items of equipment:
 - Exhaust gas aftertreatment system for IMO Tier III compliance

Classification
 Classification society.....Bureau Veritas
 Notations.....I ✱ HULL ● MACH Tug
 (Bollard pull = 50tonnes) (maximum steering force = 40tonnes, maximum braking force = 52tonnes, maximum escort speed = 10knots) Unrestricted Navigation AUT UMS Inwater Survey

