

Tug Newsletter

all about tugs

*Tugs,
workboat,
books...*



FAIRPLAY-93 is one of the newbuildings to be delivered to **Fairplay Schleppdampfschiffs-Reederei Richard Borchard GmbH** as part of their fleet renewal / upgrading plan. FAIRPLAY-93 is a Damen ASD Tug 2312 twin-fin design. The tug was completed by Damen Shipyards Song Cam in Vietnam as yard number 513616. Dimensions are 22,80 x 12,03 x 4,40 m. Draught is 5,40 m. Main engines are two Caterpillar 3512-C TA HD/D diesels with a total output of 5.102 bhp. Bollard pull is 70 tonnes, speed 13 knots. Two azimuthing stern drive propellers in nozzles each have a diameter of 2,8 meter. An exhaust gas after treatment system is installed to ensure the vessel's compliance with IMO tier III emission standards. The vessel has a FiFi-1 fire extinguishing system that can spray up to 1.400 cubic meters of water per hour. The tug is operated by **Fairplay Towing Rotterdam BV**. She was built as NAVIGATOR.

Recently two more Fairplay tugs arrived from Vietnam. FAIRPLAY-90 and FAIRPLAY-91 are of the Damen RSD 2513 (Reversed Stern Drive) twin fin design. The tugs arrived in Rotterdam on board a project cargo carrier

on 3 April, 2023. These tugs will go to Poland and Germany respectively. The tug hulls are reinforced for sailing in light ice conditions.

Meanwhile Fairplay ordered another two of the Damen RSD 2513 design and one Damen ASD 2813 design. The 2513's have IMO Tier 3 compliant propulsion with a Damen Nitrogen oxide reduction system with an advanced

active emission control system using selective catalytic reduction (SCR). The larger 2813 will be used for terminal and coastal operations. The three tugs will also be delivered this year
photo: Ruud Zegwaard

Suez Canal

Following the *Ever Given* grounding that blocked the Suez Canal and disrupted



FAIRPLAY-91 arriving 3 April 2023 at Rotterdam on deck of the project-cargo carrier LONE

photo: R. & F. van der Hoek





FAIRPLAY-91 on 28 April, 2023

photo: Reinier van de Wetering

world trade the **Suez Canal Authority** took steps to extend its tug fleet. For this, two shipyards were selected: Port Said Shipbuilding and Chinese Guangzhou Shipyard.

On 21 March, 2023, the third of the six-tug order officially entered service with the SCA tug fleet. *Amin Zaid* (yard number H 2387) was built by **Guangzhou Shipyard**. The 32 x 13 meter tug has a bollard pull of 75 tonnes. The other two from Guangzhou are named as, *Mohamed Beshir* (yn H 2444) and *Nabil al-Helaly* (yn H 2384).

Port Said Shipyard has under construction *Mohamed Negm*, *Mohamed al Ghamry* and *Galal El Dib*.

All six are equipped for shiphandling, salvage and emergency response, fire-fighting systems and equipment for preventing pollution.

Atlantic Towage & Marine

has added a Multi Cat 2309 to its fleet. Damen Shipyards delivered Ocean Energy on 12 April, 2023. Construction of the hull (yn 571827) and superstructure was executed by Damen Shipyards Kozle, Poland, with the finishing done in the Netherlands. Atlantic Towage owner Sean Harrington mentioned that the main focus for this vessel will be on the offshore renewables sector.

Dimensions are 23,36 (oa) x 9,55 (over the fenders) / 9,00 (mld) x 3,20 m. Maximum draught is 2,30 m. Deck area is 100 m² with a deck load of 10 t/m². The drive train consists of two **Volvo-Penta** D16

main engines delivering a total of 1.102 kW (1.498 bhp) via two **Twin Disc** MGX-5170 DC gearboxes with a reduction of 5,95:1 to the two 1.500 mm Promarin fixed-pitch propellers running in Optima nozzles. To facilitate manoeuvring a 90 kW electrical bow thruster is fitted. Bollard pull is 20 tonnes. A Kongsberg DP-1 dynamic positioning has been fitted.

The propulsion system is compliant with IMO Tier II requirements for emissions. The engine room is, however, prepared for retrofitting a Damen Marine NOx reduction unit with selective catalytic reduction (SCR) to comply with an eventual demand for IMO Tier III.

Ocean Energy has been fitted with two **HS Marine** deck cranes. The forward one is an AKC 185 HE4 foldable knuckle and telescopic boom type crane with a lift capacity of 33,4 tonnes at a reach of 4 m to 7,6 tonnes at 15 m reach. The aft crane is an AK34 with a capacity of 4,5 tonnes at a reach of 5,2 m to 1,4 tonnes at a reach of 13,4 m.

The single split-drum towing winch has a capacity of 528 m x 32 mm towing wire. The winch has a pull of 50 tonnes at 10 m/min on the first layer. At high speed of 30 m/min the pull is 15 tonnes. Brake capacity 60 tonnes on first layer. Also fitted are a 50 t swl bow roller and a Tecno Spirit tugger winch with a pull of 12 tonnes at 20 m/min.

Accommodation is available for seven crew in five cabins. The first job for the vessel will be in Danish waters assisting with cable installation.

Books

Readers are reminded of the exclusive discounts available for TugZine subscribers. See the offer in the adverts.

Especially for **TugTechnology** delegates we recommend 'Tug Use in Port', a book that should be on board every shiphandler and in every operator's office.

Now with a 20% discount exclusive to TugZine readers. See advert.



OCEAN ENERGY outbound for Esbjerg on 18 April, 2023

photo: Reinier van de Wetering



TUGTECHNOLOGY '23

Platinum sponsor



Conference | Exhibition | Awards

22-23 May 2023 | Rotterdam | tug-technology.com

THE INDUSTRY'S PREMIER TECHNICAL GATHERING

Join hundreds from the global tug owning and operating community, the international supply chain and the sector's industry associations and regulators.

Secure your ticket today – be part of the conversation.



ENQUIRIES

Indrit Kruja
t: +44 20 8370 7792
e: indrit.kruja@rivieramm.com

SECURE YOUR TICKET!

Group bookings receive 10% discount

Scan for event details and tickets



KEYNOTE ADDRESSES



Vicente Boluda Ceballos
Vice Chairman, Boluda Towage Chairman, European Tugowners Association



René de Vries
(State) Harbour Master Port of Rotterdam



POLESTAR PUBLISHING

Know your position, plot your course

Exclusive offer for readers of TugZine: 20% discount on all our books! Simply enter 'TUG2023' at checkout. Visit us at www.polestar-publishing.com



GREAT SEAFARING BOOKS!



SPECIAL OFFER! TO GET 20% DISCOUNT (PLUS P&P)
ENTER TUG20 AT CHECKOUT

From Whittles Publishing, Dunbeath, Caithness, Scotland, UK. KW6 6EG
T: +44(0)1593 731333; e: info@whittlespublishing.com; www.whittlespublishing.com





SERVER ex SOUND PROVIDER ex MSC ALIX owned by NH Towage (Svendborg Bugser), Denmark seen 17 April, 2023, in the Oude Maas
photo: Nico Giltay



MULTRASHIP PROTECTOR ex ALP IPPON ex TAURUS – one of the three Dutch ETV's - in a hurry to get to Rotterdam, 19 April 2023
photo: Reinier van de Wetering

In our previous TugeNewsletter we mentioned the upcoming launch of '**Bergen Slepen op Zee – Lotgevallen van een sleepbootkapitein**', a **210-page book** detailing interesting tows and some tense salvage operations carried out by Captain Kees Pronk.

Price will be Euro 20,00 excluding postage for the softback edition; a limited hardback edition is also available

at Euro 30,00 excluding postage.

Note: the book is available in the Dutch language only.

To (pre)order send an email to voorloper@outlook.com mentioning name, full postal address and softback or hardback.

TugeNewsletter

is published at minimum every odd month in digital format only.

Editor

Job van Eijk

Co-editor

Cock Peterse

Advertising

Frank van Gils

DTP

Dtplus - Spijkenisse

Branding & Webdesign

Studio DBLY - Rotterdam

Publisher

TugDoc International

ISSN 2667-2456

Editorial address

editor@tugezine.com

Website

<https://www.tugezine.com>

Contacts

TugDoc International

De Houtmanstraat 92

3151 TE Hoek van Holland

The Netherlands

Email: info@tugdoc.nl

Frank van Gils

Van Gils Promotions

Tel: +31 (0) 653 888 26

Email: frank.van.gils@planet.nl

Subscriptions

TugeZine as well as its associate

TugeNewsletter is distributed

free of charge. Copies will be

emailed to subscribers in PDF

format. Subscribers also have

access to service pages and

archives on the website.

To subscribe visit tugezine.com

and register.

Copyright

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying or otherwise, without the prior written permission of the publisher, or the copyright holder. Copyright © 2023 TugDoc International. Information published in the TugeZine and TugeNewsletter does not necessarily represent the views of the editors or the publisher. Whilst effort is made to ensure that the information provided in the TugeZine and TugeNewsletter is accurate, the publisher makes no representation or warranty, express or implied, as to the accuracy, completeness or correctness of such information. It accepts no responsibility whatsoever for any loss, damage or other liability arising from any use of this publication or the information which it contains.