

Tug Newsletter

all about tugs

Guinea, Ukraine, Giant Works...



LAMINE CAMARA is a Damen Multicat 2409 recently delivered to Compagnie des Bauxites de Guinée (CBG) to operate in the port of Kamsar in West Africa. Customizing the standard hull to the client's operational needs took just 4.5 months.

CBG was formed in 1963 by the Government of Guinea and Halco Mining with the purpose of mining bauxite in the Boké region. The Government of Guinea owns 49% and Boké Investment Company 51% of CBG. Boké Investment is owned 100% by Halco Mining which in turn is owned 45% by Alcoa World Alumina LLC, a majority-owned subsidiary of Alcoa. CBG exports approximately 15 million tons of high-grade bauxite annually. Mining rights extend until 2038.

As the largest user of the port of Kamsar CBG is responsible for port maintenance. Shallow water, moving sandbanks, the tide and deposits by the River Nunez require careful navigation through a suitably marked fairway. For that reason LAMINE CAMARA has been fitted with two cranes to facilitate handling of the navbuoys. The foredeck crane can lift 18 tonnes at a range of

7 meters. The aft deck crane lifts 4,5 tonnes at a range just over 5 meters. An 80-meter plough with A-frame hoist is fitted at the stern of the vessel allowing the vessel to be used as a dredger. In this case the dredging involves maintaining depth at the quays and the clearing of excess underwater vegetation.

Main engines are two Caterpillar C-32's totalling 1.268 kW (1.724 bhp) providing a useful 22,5 tbp. A 72-tonne brake winch adds to the vessel's capabilities. The vessel is seen here on 5 April, 2022, running trials. It will be transported to Guinea on its own keel.

photo: Reinier van de Wetering



T.R. STONE was delivered to owner Luhr Bros Inc in 2019 by Serodino Inc. The Cummins-engined twin-screw 1.320 hp pushboat is fitted with two main and four flanking rudders. The vessel is employed switching barges at the Luhr's limestone quarry at Ste. Genevieve, Mo, on the Upper Mississippi. It is the 28th pusher in the Luhr fleet

photo: Serodino





KAPITAN GISICH is another product of Brodogradiliste Tito. Built in 1970 the 35,4 x 9,3 m tug is fitted with 2x M.A.N. diesels. Output 2.316 bhp total. Twin screw. Owned by the Mariupol Commercial Sea Port.



SFINKS was built in 1989 by the Apatin Shipyard (former Brodogradiliste 'Boris Kidric') in Serbia. 165 GT - 23,5 x 9,0 m - M.A.N. diesels. Output 816 bhp. Owner Black Sea Shipping. Ukraine flag.



The NIBULON-6 pushboat was completed in 2014 by the Okean Shipyard for account of the Nibulon Agricultural LLC. 2x Mitsubishi diesel - output total 3.453 bhp - 37,2 x 11,2 m. Propulsion by two Berg azimuthing propellers - Ukraine flag.



SAPFIR was built in 1988 by the Yaroslavl Yard. This is one of a series of 82 near identical vessels built at various yards for mainly state-owned companies and navies in the years 1970-1988. SAPFIR was completed in 1988 and one of six flying the Ukrainian flag. Currently owned by Marine Rescue Service and stationed in the Odessa region. 58,3 x 12,0 m - single f/p prop in nozzle - 2.920 bhp. The tug was reportedly seized by the Russian Navy on 25 February, 2022, when sent to Zmeinyi Island (known also as Snake Island) to search for survivors of the Russian shelling of the island. The Ukrainian garrison became famous when they over an open radio channel told the Russian commander to 'fu.. off' when ordered to surrender. While enroute the tug was diverted to assist a merchant ship being attacked by a Russian warship. Her present whereabouts are unknown.

U.S. Merger

In April it was announced that Luhr Bros. Inc., based in Columbia, Ill. and Bertucci Contracting LLC from Jefferson, La., joined forces under the name of **Luhr Crosby LLC**, headquartered at Columbia.

Bertucci has been a long-time subsidiary of Crosby Enterprises. The company has been around since 1875. Luhr Bros. was established in 1939 by the brothers Alois and Eugene Luhr and Luhr family members are still at the helm. The founding Luhrs did not have a background on the water but instead were farm boys that developed an interest in heavy machinery and became involved in dredging and hydraulic engineering work.

Luhr Crosby operates on the river systems of the Mississippi Valley, the Gulf Coast, Great Lakes and the East Coast. The fleet includes 28 push boats (amongst which several 7.200 bhp line boats), 400 barges and heavy construction equipment. The company will also continue rock yards at Alexandria, Port Allen and at Lafayette.

Crosby was established in 1977 by Vinton and Kurt Crosby. Today the company includes Crosby Tugs, Crosby Dredging, Crosby Marine Services, Tala Marine (tank barges, push boats, vessel management for 3rd parties, logistic support), SEA O.G. Offshore, Float Freight (a barge transportation company offering multiple weekly sailings on a

fixed schedule and Bertucci (now Luhr Crosby). Crosby Tugs most powerful ships are the oceangoing 9.200 bhp / 131 short tons bollard pull *Kurt J. Crosby* (ex *Sidney Candies*, acquired in 2014) and *Crosby Skipper* (ex *Kelly Candies*, purchased 2019).

150 year Waterway

TugeZine 10 was dedicated the 150th anniversary of the Waterway, the few kilometres of graven channel at the (then) Hook of Holland that allowed the port of Rotterdam to develop at one time into the biggest port in the world.

As a follow-up, on 29 April 2022 the 150-year festivities were officially started at Hoek van Holland. Mayor Aboutaleb of Rotterdam cut the ribbon that closed off the entrance to the huge (literally) outdoor photo exposition titled '**Giant Works**' erected on the field between the 'Fort 1881' - the old fortress constructed to defend the entrance to the Waterway - and the Waterway itself. In the exposition the history of the Waterway over 150 years is brought to life.

Prior to the ribbon-cutting the Mayor and two other speakers - Rotterdam's city archivist Mrs Steenhuis and historian Mr Remieg Aerts, author of a recent biography of Thorbecke - addressed the influence of the Dutch Government in the start-up of the waterway-project. At the time, The Netherlands was lagging behind in its development compared to other

European countries. 1848 was a time of revolt against the rulers in Europe. The Dutch King sensed the sentiments and took steps to unite the country itself by providing a central government that had to act according to the basics laid out in a constitution. The order for the creation of this Constitution was given to a committee headed by Mr Thorbecke. Thorbecke thus can be considered the founder of modern-day Netherlands. He also led the government for three periods during which the modernisation of The Netherlands was started and entrepreneurial behaviour was revived. When asked why certain actions had been taken the standard government answer had become "because Thorbecke wants this".

Thorbecke was instrumental in the Waterway project as well as that of the canal from Amsterdam to IJmuiden. He more or less forced both parties to agree to the plans - if Rotterdam or Amsterdam disagreed none of the projects would receive state financing. At the same time his government pushed forward the execution of plans for full railway coverage of The Netherlands.

In his address the mayor of Rotterdam mentioned he today often missed - given the challenges and transformations facing the port of Rotterdam as well as The Netherlands over the coming years - the drive to develop a vision and carry this through by government institutions at all levels.



Official opening of the Giant Works open-air photo expo, 28 April, 2022. The photos are all connected to the creation of the Waterway, completed 150 years ago
photo: TugDoc (Job van Eijk)



Rotterdam mayor Aboutaleb (centre) in animated conversation with guests at the open-air Giant Works photo expo at Hoek van Holland photo: TugDoc (Job van Eijk)





iCOON, the new art museum at Hoek van Holland. The former bunker dates from World War 2 when under German occupation it was part of the 'Festung Hoek van Holland' photo: TugDoc (Job van Eijk)

See also <https://150jaarnieuwewaterweg.nl> for further info on activities. Languages available are Dutch, English, French and German (see menu top right on the home page)

Note: the (free) open air photo expo will remain until 30 September. For travellers by Hook of Holland – Harwich ferry: the location is just a 5-minute walk from the terminal entrance or use the car parking along the Waterway.

iCOON Hoek van Holland

In a connected event a vision that **has** been carried through was the establishing of a museum at Hoek van Holland aimed at modern art and design. The museum is a private enterprise by accomplished local visual artist Helma Vlemmings and her partner Ard Bezemer. They purchased the former ammunitions storage bunker dating from World War 2 that previously – for some 35 years – had housed the 'Jan Lels' museum dedicated to the Hoek van Holland lifeboat services and local shipping disasters.

Helma's preference is the minimalism form of art – an art form that took off in the U.S. in the 1960s whereby a subject is reduced to its basic elements. A sort of 'less is more'. The intention is for around four exhibitions – not necessarily all of the minimalism type – a year but with frequent additional events around the subjects. Apart from that one of the rooms

will remain dedicated to the wrecking of the railway steamer *Berlin* at Hoek van Holland that resulted in great loss of life. In this way the museum will also connect to the past.

To first try-out exposition 'imagination of the sea' was the work of Vivian Ammerlaan that has a strong connection to the sea, although the inspiration for these works came from other more mundane objects not related to the sea at all.

The official start of 150 year Waterway was also the start of a short 4-day exhibition 'Dark Harbour – New Light'. Thereafter the exhibition was moved to the Rotterdam Maritime Museum. The concept was thought of by the painter Caroline Bijvoet. She created a series of paintings of the Waterway area and the port activities that change character due to the use of changing lighting in a darkened room. Sounds have also been added so the sound and changing colours create a sense for the watcher of actually being in the port experiencing the transformation.

For further information on activities visit www.icoonhvh.nl. iCOON can also be found on Instagram and Facebook.

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