

Tug Newsletter

all about tugs

Shiphandling,
Propulsion,
ETVs...



The DUCHESS arriving 12 May, 2022, in the Rotterdam Waterway towing the Boskalis semi-submersible barge GIANT 6. An extensive article on DUCHESS appeared in TugeZine 8. The tug / workboat was delivered to **Ports of Jersey Marine Services** in 2021. The **Damen Shoalbuster 2711** design has dimensions of 27,05 (oa) x 11,63 (oa) / 10,50 (mld) x 4,25 m. Maximum

draft is 3,00 m. Air draft 11,30 m minimum, 16,60 m maximum. Gross tonnage is 321. Free deck space is 75 m² with a deck load of 15 tons / m². Two 20-foot containers can be carried on the aft deck.

The engine room houses two Caterpillar 3512-C-HD-DITA - total output 2.610 kW / 3.500 bhp - driving via Reintjes gearboxes

the Promarin fixed-pitch propellers rotating in **Optima** nozzles. To facilitate manoeuvring a 200 bhp electrical driven **Veth VT-180** bow thruster has been fitted. Bollard pull is 42,6 tonnes, speed 11,0 knots.

The towing winch is a **Kraaijeveld KAW-30-H** waterfall type towing / anchorhandling winch with two drums. The towing drum has a pull of 60 tonnes with a brake of 135 tonnes and is fitted with 650 m x 44 mm wire. The anchor-handling drum has a pull of 100 tonnes and is fitted with 300 m x 44 mm wire. A Dromec 12-tonne tugger winch is fitted port side on the towing deck. Also installed are two **Kooiman** 60-tonne hydraulic coupling winches enabling the vessel to take on push tows. The towing gear is completed by **DMC** double-pin towing pins with a swl of 50 tonnes and a DMC 75 tonne swl chain stopper. The 4,00 x 0,98 m stern roller has a swl of 135 tonnes.

GIANT 9 was delivered to Boskalis in January, 2015. Dimensions are 137,00 x 36,00 x 8,50 m. Empty draught is 1,87 m while fully loaded it is 6,45 m. Maximum



L. Smit's NOORDZEE of 1892 was their first deepsea tug, the construction of which was 'encouraged' by the HAL (Holland-America Line) photo: coll. Job van Eijk



draught in submersible condition is 17 m while grounding draught is 20,0 m aft. The 21.000 dwt barge has a free deck area of 4.500 m² and a free deck length of 120 m. Deck load is 20 t/m². Total pump capacity is 6.400 m³/hr. The vessel is fitted with 2x 500m³/hr water ballast treatment plants. The concept for the design came from **Smit** with **Vuyk Engineering** delivering the basic design. **MARIN** optimised the design for low drag and high course stability.

Photo: Leen van der Meijden.

HAL purchase offer

As mentioned in previous issues HAL Holding through its investment subsidiary **HAL Bidco B.V.** made a public offer for all issued and outstanding ordinary shares in the share capital of **Koninklijke Boskalis Westminster N.V.**

On 24 June, 2022, HAL formally launched the voluntary public offer that will now be subject of Boskalis' **Extraordinary General Meeting of Shareholders** to be held on 24 August, 2022. The Boskalis Boards presents the offer to the Boskalis Shareholders with a neutral view on the offer price.

Meanwhile Boskalis and HAL have agreed on certain non-financial covenants in line with HAL's previously announced intentions. HAL supports the current business strategy. It is understood that the total workforce would be unaffected in case of the take-over. The non-financial covenant also includes governance, organization, financing and employees. An agreement has been reached for a period of 4 years commencing upon completion of the offer.



TSM ODET running trials in Vietnam

photo: Damen Shipyards

HAL Holding and Stichting Hyacinth on 1 July jointly owned approximately 53,9% of Boskalis issued share capital. Stichting Hyacinth had already entered into a block trade agreement with HAL to sell and transfer all shares that will be acquired by it to HAL, subject to regulatory approval.

The Boskalis' works council has rendered a positive advice.

HAL was established on 18 April, 1873, as the **Nederlandsch-Amerikaansche Stoomvaart Maatschappij** (NASM) which popularly was known as the Holland-America Ljne. In the 1890's the company was instrumental in getting

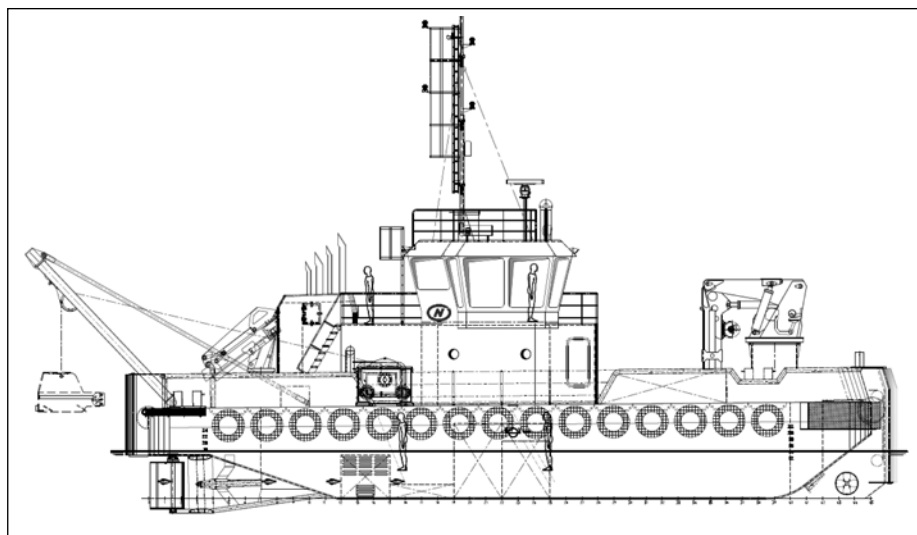
L. Smit & Co. to enter into deepsea towage. This came about as HAL liners regularly ran aground when entering the Rotterdam Waterway and HAL wanted to ensure adequate tug power was available all the time. The 1892-built tugs *Noordzee* (750 ihp) and *Oostzee* were the first of a long line of Smit-owned deepsea tugs.

Thomas receives stern drive

Thomas Services Maritimes on 21 June took delivery of a new stern drive tug for operations at Sète. *TSM Odet* is a Damen ASD Tug 2811 equipped for both shiphandling and sea towage. This follows on the delivery in 2021 of two Damen RSD 2513 tugs, *TSM Rouen* and *TSM Honfleur*.

TSM Odet was built at the **Damen Song Cam** yard in Vietnam and sailed on her own keel to the port of Sète, a voyage of just over 50 days. The 28,57 (oa) x 11.43 m tug is fitted with a high capacity aft winch to allow for open sea towing operations. Firefighting equipment to FiFi-1 standard has been fitted as well as a Heila deck crane. The main engines are Caterpillar 3512-C's – total output 3.806 kW (5.176 bhp) driving the Kongsberg US-205 azimuthing thrusters through slipping clutches.

TSM owns and operates some 25 vessels and offers marine services



TSM BATZ is an Eurocarrier design

drawing: courtesy Thomas Services Maritimes





KST PRIDE is one of the tugs belonging to Keppel-Smit which company was recently sold by Boskalis

photo: Maasmond Maritime (Piet Sinke)

to the offshore renewables industry, shiphandling and sea towage. The company was established in 1905. Currently some 140 staff are employed by the head office in Rouen and the various subsidiaries working out of Dieppe, Brest, Bordeaux and Sète.

Another addition to the fleet this year is the multi-purpose **Eurocarrier 2409 TSM Batz**. The 24,00 (oa) x 9,00 m vessel is homeported at Brest. The two Volvo D-16 main engines have a total output of 1.250 kW (1.700 bhp). Bollard pull is 20 tonnes. *TSM Batz* is used for anchor-handling, dredging support, diving support, towing and can be fitted with a plough to execute bottom levelling. She is fitted with an anchor-handling / towing winch, a tugger winch, towing pins and chain stopper as well as winches serving the plough. The forward Heila crane has a capacity of approximately 120 tm while the aft crane capacity is approx. 22 tm.

Keppel-Smit

On 30 June, 2022, **Boskalis** and its co-shareholder **KS Investments Pte. Ltd.** (Keppel) have completed the sale of their equity stakes in their harbour towage activities in Singapore and Malaysia (**Keppel Smit Towage Pte Ltd** and **Maju Maritime Pte Ltd**). Buyer is **Rimorchiatori Mediterranei S.p.A.** The intended sale was announced on 15 November 2021.

Boskalis received EUR 92 million in cash for its 49% equity stake in the joint ventures resulting in a pre-tax book gain of approximately EUR 50 million, both of which will be included in the 2022 first half year results. The activities and results of KST and Maju were deconsolidated as per 1 January 2022.

Keppel Smit Towage (KST) was established in 1991 as a joint venture between Keppel and SMIT, a wholly-owned subsidiary of Boskalis. Over the past thirty years, KST / Maju has developed into one of the leading providers of harbour towage services in Southeast Asia. KST / Maju operates a large fleet of tugboats in Singapore and through its joint venture in Malaysia. The sale of KST / Maju follows the strategic decision taken by Boskalis in 2019 to divest its harbour towage activities. Boskalis earlier divested its stakes in **Saam Smit Towage** and **Kotug Smit Towage** in 2019.

Rimorchiatori Mediterranei S.p.A. is a subsidiary of **Rimorchiatori Riuniti Group**, a leading maritime service provider headquartered in Genoa, Italy established in 1922. Rimorchiatori Mediterranei operates a fleet of more than 100 modern vessels in more than 20 major ports employing approximately 900 people.

Sustainable Voith's

The new electric Voith Schneider Propeller (**eVSP**) combines the proven VSP technology with the electric know-how from the Voith Inline Thruster (VIT). The result is a high efficiency and lower complexity, as the permanent-magnet synchronous motor is already integrated into the propeller. Another advantage is provided by the complete elimination of a gearbox, which reduces noise to a minimum and frees up valuable space in the ship.

The **rcVSP** (remote-controlled Voith Schneider Propeller) development is aimed at future unmanned tugs controlled from shore with the tow line connection being accomplished automatically.

The **VSP X-Type** series is the latest version of the proven Voith Schneider Propeller technology. The new compact line concentrates on the aspects of flexibility, hybridization and reduced emissions. A higher power density and an optimized drive train result in lower fuel consumption and thus greater sustainability.

Med Marine

on 7 June delivered *Svitzer Suez 3* to the owners. The MED-A2885 **RAstar 2800 design** tug incorporates full escort capability. The 75 tpb tug is the second of a two-boat order by Svitzer. The tug will be used in Svitzer's Egyptian operation in the Suez Canal. With the



Sectional view of the newly-developed eVSP propulsion system
artwork: courtesy Voith





SVITZER SUEZ 3 recently delivered to Egypt

photo: Med Marine



ABEILLE NORMANDIE, a new French ETV

photo: Abeille International (Michel Playout)

delivery of this vessel and the sister delivered in April the Svitzer fleet now stands at six operating out of Suez and Port Said.

The 28,40 (oa) x 13,00 x 5,40 m tug has a draught of 5,70 m max. Main engines are two Caterpillar 3516-C IMO Tier II's each delivering 2.100 kW (2.856 bhp) at 1.600 rpm to a Kongsberg US-255-S-FP azimuthing thruster with slipping clutch. The tugs are fitted to FiFi-1 standard.

New French ETV's operational

With the recent naming ceremonies performed Abeilles International the two new ETV's *Abeille Normandie* and *Abeille Méditerranée* are now operational. The two salvage tugs are converted former anchor-handling tug / supply vessels acquired from the Norwegian operator Siem Offshore. The vessels were converted in Germany for their ETV-duties.

The 91,00 / 79,35 x 22,00 (oa) m vessels are fitted with two 8.000

kW (10.880 bhp) main engines each driving a c/p propeller rotating in a 4,20 m diameter nozzle. Bollard pull is 280 tonnes. To assist in manoeuvring two 880 kW stern thrusters were fitted in addition to two 1.000 kW bow thruster and an 830 kW retractable azimuthing thruster. Maximum speed is 18 knots. The ETV's are equipped to FiFi-II standard.

At the time of writing *Abeille Normandie* operated out of Boulogne, *Abeille Méditerranée* was at Port La Nouvelle, *Abeille Bourbon* operated out of Brest, *Abeille Liberté* was at Dunkirk, *Abeille Flandre* was berthed at Toulon and *Abeille Languedoc* was berthed at Cherbourg. Fate of the last two mentioned as yet undecided.

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TugNewsletter

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

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Dtppius - Spijkenisse

Branding & Webdesign

Studio DBLY - Rotterdam

Publisher

TugDoc International

ISSN 2667-2456

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