

Tug Newsletter

all about tugs

*Book discounts,
sales and
greenies...*



The tug LIAM-P started life in 1964 as the yard tug SCHELDEPOORT 1. She was built not by the owner **Koninklijke Maatschappij 'De Schelde'** (Shipyard De Schelde) at Vlissingen as one would expect. It is not unusual for a shipyard to have such yard-related vessels constructed in-house as a training object for shipyard workers but in this case the choice was made to have the vessel constructed by the renowned tug builder Shipyard v/h H.H. Bodewes at Millingen as yard number 629.

Dimensions of the tug are 23,65 x 6,30 x 2,70 m. Draught 2,25 m. Main engine 1x 10-cyl. Bolnes 10-KVL. Output 600 bhp at 500 rpm. The single 2.000 mm diameter propeller rotates within a fixed nozzle with twin rudders fitted aft of the nozzle. Note: at some stage in her life the rudders were replaced by fish-tail type rudders and a bow thruster was fitted.

Entered service with De Schelde on 9 October, 1964. In 1998 (registered on 2 September) sold to Salvage & Transport Company Van den Akker, Vlissingen. Here she kept her name. This was short-

lived as in November 1999 she was sold to **R.F. van Aerde Towing Co.** at Sas van Gent, The Netherlands. They ran her as HENDRIK 5.

In late August 2006 she changed hands. New owner became **Bouwman Marine Service BV**, Noordgouwe, as Manager

BMS Holding BV, Noordgouwe (W. Bouwman). She sailed for exactly one year under the name ANDRÉ-B when this name had to be relinquished for a new tug under construction for Bouwman. She was consequently renamed WILCO-B. (owner / manager did not change). In December, 2012, registration was changed to BMS



Schelde Shipyard's SCHELDEPOORT 1 at work

photo: Ton Grootenboer





The former SCHELDEPOORT 1 seen here 23 September, 2004, as HENDRIK 5 operating for Van Aerde
 photo: Frans van Wilgenburgh

River Towage BV, Noordgouwe.
 In March 2014 the tug was re-registered with BMS Towing Ltd, Borehamwood, United Kingdom (W. Bouwman, Zierikzee, listed as manager). Homeport Ramsgate.

As WILCO-B the tug was equipped for plough dredging. To facilitate this a removable A-frame can be mounted aft with a double-drum winch fitted forward of the H-bitts to handle the 7,5 m wide plough. For pushing a bow pushing pad was fitted together with two hydraulic 40-tonne coupling / barge winches installed on the towing deck.

On 1 January, 2019 she changed hands and was purchased by MSP Towing (Stefaan Pots VoF) at Sluis. Mr Pots had previously been employed by Bouwman but decided to start its own towage operation. With support of his former employer he was able to purchase the tug which he renamed LIAM-P. In June 2021 registration was

changed by MSP Towing to the British flag with homeport Margate. The tug was reconstructed with the single funnel replaced by twin uptakes improving visibility looking aft. The tug was also fitted with a



SCHELDEPOORT 1 as WILCO-B in the colours of W. Bouwman Marine Services. At this point in time she was fitted with a 2-drum winch to operate the underwater plough
 photo: Ruud Zegwaard

new main engine: **Mitsubishi S12R** with an output of 940 kW / 1.280 bhp at 1.600 rpm.
 Bollard pull increased to 17 tonnes

photo: Nico Giltay

Change of name

The Dutch publisher of maritime learning books **STC Publishing** has changed its name. Starting this month **Polestar Publishing b.v.** is the new name. The company is named after the Pole Star, the star that points the way at sea. A perfect choice for a publisher specialising in publications aimed at education and improving knowledge of maritime matters thus pointing the way forward for personal improvement in a chosen trade. Polestar also launched its new website **polestar-publishing.com** which also provides background information on the various authors and of course has the company's catalogue on board.

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More books

With year's end approaching – if you are thinking of a maritime Christmas gift we have another TugZine deal for our subscribers. Whittles Publishing has a **discount offer** (see advert) for several of their tugs, towage and salvage related books.

Read about history (Bustler-class tugs, Leith built ships), the adventures of tug-delivery master Capt. Dave Creamer, Capt. Dick Jolly's life in wreck, rescue and salvage, or learn about diving for treasure. Many hours of enjoyable reading for reasonable prices and with a 20% discount!

MSC Shipping takes the tugboat leap

Having established MedTug it was assumed this had been done by Mediterranean Shipping Company (MSC) to service their own container terminals and - due to the introduction of competition in certain strategic ports - to obtain more favourable rates for its container ships.

In Antwerp the **MedTug** venture was short-lived as the tugs left port slightly over a year after the start of operations reportedly because more advantageous rates with other tug operators had been obtained. In the other ports where MedTug had become active the tugs remained in place.

In a surprise move in October this year, however, MSC purchased – subject due diligence and approval of regulatory bodies and competition-authority clearance – 100% of **Rimorchiatori Mediterranei**, adding a significant number of tugs to its towage



ST. ANGELO (83 ttp) is a Damen ASD 2913 operating for Tug Malta, a subsidiary of Rimorchiatori Mediterranei and thus in future to be operated under the MedTug umbrella
photo: courtesy Damen Shipyards

operations. (Mediterranei is 65% owned by Rimorchiatori Riuniti – itself owned by the Gavarone and Delle Piane family - and 35% Deutsche Asset Management (owned by Deutsche Bank). Rimorchiatori Riuniti Group retains its other shipping interests in dry bulk carriers and container ships.

MSC appears to have set their eyes on a global towage presence with the company now reportedly operating the third-largest tug fleet world-wide. The move was all the more surprising since it was only a few months since in June this year Rimorchiatori Mediterranei had acquired 100% of **Keppel Smit Towage Private Limited** and **Maju Maritime Pte Ltd** from Boskalis. These two companies are the largest providers of port towage services active in Singapore and Malaysia. The acquisition brought some 60 tugs to the Mediterranei fleet.

At the time Gregorio Gavarone - CEO of Rimorchiatori Riuniti Group - remarked

“This transaction is an essential step in the growth process of Rimorchiatori Mediterranei, which over the years has made numerous acquisitions in Italy, Greece, Malta, Colombia and Norway”.

With the new acquisition MedTug and subsidiaries will be adding operations in Italy at Genoa, Salerno, Ravenna, Ancona, Ortona, Vasto, Termoli, Pescara, Milazzo, Augusta, Catania, Pozzallo and Siracuse. In Malta the ports of Valletta and Marsaxlokk are serviced while in Norway tugs operate at Floro. Furthermore in Greece MedTug will have a presence in the port of Athens and at Colombia at the port of Santamarta. Tripmare – a 50% owned company - operates at Trieste.

Keppel Smit Towage and Maju Maritime are active in Malaysia and Singapore. There are also JV operations outside of these two countries.

Other MedTug operations are MedTug Rotterdam, MedTug Barcelona S.L.,

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MESSICO – a tractor type tug built by Astilleros Armon - belongs to the fleet of Rimorchiatori Riuniti - and now to sail under the MedTug banner

photo: courtesy Rimorchiatori Riuniti

MedTug Germany GmbH, MedTug Italia Srl, and MedTug Las Palmas Soc. Ltda. Con.Tug Srl, Italy is another subsidiary which operates at Goia Tauro container terminal.

Sanmar green

A **Robert Allan** designed green tug has been ordered by Norwegian operator Bukser og Berging. The Sanmar ElectRA 2200-SX design

will be powered by 1.718 kWh batteries driving two 1.400 kW electric motors driving **Schottel** SRP 340-LE fixed-pitch thrusters. The drive train is expected to achieve a bollard pull of 45 tonnes.

SAAM green

Two ElectRA 2300-SX tugs were ordered by **SAAM Towage Canada** for service at the port of Vancouver. The **Sanmar**-built tugs will be powered by two Li-ion energy storage systems that will be charged by shore-power taken from British Columbia's hydroelectric power grid. Length is 23 meters and bollard pull will be 70 tonnes.

Damen green

Damen's first, all-electric, 70 tonne bollard-pull harbour tug, which was delivered to New Zealand's Ports of Auckland earlier this year, has won the prestigious 'Tug of the Year' award at the 2022 International Tug and Salvage Awards ceremony held in Istanbul. *Sparky* is Damen's first tug to be fully electric and can undertake two or more assignments before being recharged, which takes just two hours.



Signing for the construction of two all-electric tugs for SAAM Towage Canada are (l-to-r) Ali Gürün and Cem Seven (Sanmar chairman and vice chairman resp.) and Hernan Gomez, MD SAAM and Alexander Bikkers, President, SAAM Towage Canada

photo: Sanmar

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