

# Tug Newsletter

all about tugs

## MedTug, Cory, RAL Book ...



The tug EEMS WRESTLER today is part of the fleet of **Amasus Shipping BV**, Delfzijl, The Netherlands. Shipyard Rupelmonde (Belgium) on 9 August, 1990, delivered their yard number 462 – named ZEEHOND – to the owners, the Belgian Government in the form of the Flemish Executive for Public Works and Waterways.

Stationed at Ostend the tug's duties included towage, occasional shiphandling, nautical and fishery inspection as well as navaid maintenance, rescue and fire-fighting.

Dimensions are 39,50 (oa) / 36,14 (bp) x 10,52 x 4,26 m. Draught is 3,45 m. 399 GT. Main engines 2x 8-cyl. A.B.C. 8-MDXC-750-

100K. Total output 2.400 bhp / 1.765 kW at 750 rpm. Single 4-blade 2.200 mm diameter Lips c/p propeller in steerable Kort nozzle. 1x Jastram BU-20F bow thruster delivering 2 tonnes of thrust. 30 tbp. Speed 13,5 knots. Accommodation is available for 10 persons in 4x1-berth and 3x 2-berth cabins.

The extensive fire-fighting gear includes 2x 750 m<sup>3</sup>/hr Stork fire pumps, 2x foam concentrate pumps, foam tank capacity 10.000 litres, 1x Alco masthead monitor with a capacity of 8.000 l / 18 bar, reach 90 m., 2x Alco wheelhouse monitors capacity each 7.000 l. at 19 bar, 80 m reach, self-protection spray system, 16 deck connections. A Sihi salvage pump with a capacity of 350 m<sup>3</sup>/hr at 7 bar is installed, which has 6 deck connections.

The towing gear consists of a Brusselle HSK-80 winch with a brake capacity of 72-tonnes, a Brusselle HH-42/75 75-tonne tow hook, a Brusselle HBL-12 bridle winch and a Brusselle K-32 capstan with a capacity of 10-tonne at 15 m/min. The deck crane is an Effer Deco 80T/25 with a 50 Kn lift at a maximum reach of 12,90 m.



EEMS WRESTLER

photo: Nico Ouwehand



EEMS WARRIOR seen here 16 October, 2022, on her first visit to Rotterdam

photo: Ruud Zegwaard

Van der Kamp Shipsales with the intention of re-sale to Greece or West-Africa.

On 6 November, 2019, the tug was sold by Van der Kamp to Wrestler BV, Farmsum, The Netherlands (Amasus Shipping). On 18 November the tug was re-flagged to The Netherlands and renamed EEMS WRESTLER, managed by Amasus Fleet BV, Delfzijl. Amasus put the tug on coastal and deepsea towage and offshore support duties. Operational management has been delegated to **Dutch Marine Contractors**  
photo: Nico Giltay



15 December, 2022: MED REGULUS, MED BELLATRIX, MED POLARIS and MED ALKAID receiving their new Boluda funnel colours  
photo: R.& F. van der Hoek

Recently **Amasus** added a second tug to the fleet. Eems Warrior is the former 2004-built SL Mandji, 57 ttp. The tug is a product of Damen Shipyards (Stan Tug 2609, yn 511606) delivered to Smit International as Smit Mandji for operations at Gabon under the Smit International Gabon SA banner. In 2004 the tug was lengthened by 6 meters and the design changed to Stan Tug 3509. 11 May, 2015, the tug was re-registered with Smit Salvor BV and brought under the Smit Lamnalco banner as SL Mandji. 23 June, 2022, sold to Warrior BV (Amasus Shipping) as Eems Warrior.

Dimensions are 35,26 (oa) x 8,80 (oa) m with a summer draught of 2,75 m max. 322 GT. Main engines are 2x Caterpillar 3516-B-TA/A with a total output of 2.950 kW (4.012 bhp) resulting in a bollard pull of 57,0 tonnes. A 215 kW bow thruster is also fitted.

Towing gear includes a hydraulic double drum anchorhandling / towing winch with a 120-tonne brake load, a 4,40 x 1,10 m diameter stern roller of 80-tonne SWL, two 7,5 tonne tugger winches, two 150 t. swl towing pins and two 300 t. swl

On 14 July, 2004, the tug was transferred to DAB Vloot, the centralised manager and operator of the Flemish Government-owned vessels. DAB Vloot in 2017 controlled 45 vessels manned by some 500 crew and 50 shore personnel. It was in this year that the replacement for ZEEHOND was delivered to DAB Vloot. SIRIUS was built by Socarenam at Boulogne-sur-Mer, France, as a replacement for ZEEHOND. The new

multifunctional vessel was tasked for rescue, fire-fighting, pollution control, fishery inspection, hydrographic and hydrologic measurements.

In December, 2018, the intended sale of ZEEHOND to GEOxyz, Ostend, was cancelled. This operator intended to adapt the vessel for survey work. Next, In October, 2019, the tug was finally sold to the Dutch company



**POLESTAR PUBLISHING**

*Know your position, plot your course*

Exclusive offer for readers of TugeZine: **20% discount** on all our books! Simply enter 'TUG2022' at checkout. Visit us at [www.polestar-publishing.com](http://www.polestar-publishing.com)



stopper pins. Firefighting capacity is 2x 600 m<sup>3</sup>/hr.

**MSC Shipping / MedTug**

appears to be on the move to become a global influence in shiphandling towage, albeit indirectly. **MedTug Rotterdam** is now without tugs, the fleet having been dispersed to other ports and partly taken over or chartered by Boluda. In TugZine 14 we reported on the various MedTug tugs being repositioned. In addition to this report we now know that *Med Alkaid*, *Med Bellatrix*, *Med Polaris* and *Med Regulus* have moved to Boluda Deutschland. In Germany the tugs will initially operate at the Mukran / Lubmin LNG terminal.

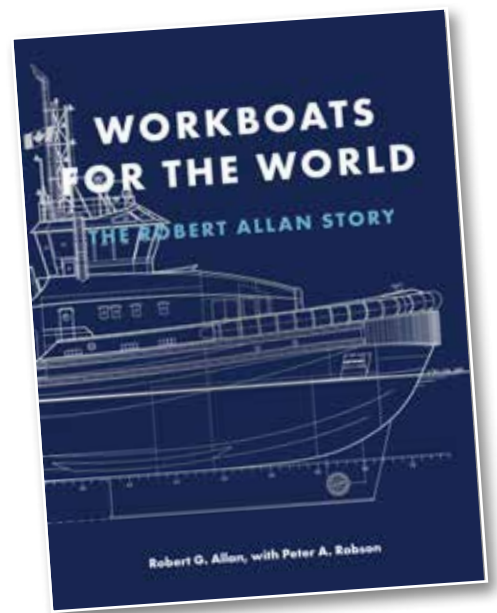
The above moves support the news that reportedly MSC and **Boluda** are working on a deal whereby MSC takes a 40% interest in Boluda's towage division in exchange for the MedTug fleet and operations coming under the banner of Boluda. When completed this move would add over 170 tugs to the

approximately 300 already worldwide operated by Boluda making them the dominant player in many of the big ports around the world.

**Workboats for the world: The Robert Allan Story**

Just released in December 2022, this large and beautifully published book tells the story of the evolution of the naval architecture business of Robert Allan Ltd from its "one man in the basement" beginnings to its present status as an internationally recognized consultant in the demanding workboat sector.

The book is about the company, about the three generations of the family that built it, and the many people who have contributed to making the company a Canadian success story in the global maritime world. It is also about the many thousands of working vessels around the globe which have been designed by the company over the better part of a century in business.



Founded in 1928 when the elder Robert Allan commenced working as a consulting naval architect, early work consisted of designs for various local workboats, small ferries, and a few elegant yachts for local businessmen. Under Robert F. (Bob) Allan in the late '50's and '60's the firm began to transform the coastal B.C. tug fleet from wood to steel and developed many unique and innovative designs such as self-dumping/self-loading log barges. Noted for the purposeful and handsome lines of their vessels, and always at the forefront of developing new marine technologies, under the direction of Robert G. (Rob) Allan since 1981, the company pioneered a new generation of high-performance ship-assist and escort tugs, beginning with a fleet of compact tugs in Vancouver harbour, and ultimately extending to around the world. With significant shipyard collaborations in Turkey and in China, the firm is now responsible for the design of a significant proportion of global new-built tugs.



New Shoalbusters 2208-S for Cory Group

artwork: Damen Shipyards

**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





NP 518 newbuilding for Neptune Equipment BV, Aalst, seen running trials on 8 December, 2022 photo: R.& F. van der Hoek

The book naturally describes the tugboat sector in its many guises, but also shows the diversity of other designs that the firm has produced over the decades. Each vessel type, including fishboats, patrol boats, ferries, research vessels, fireboats, offshore vessels, emergency response vessels and barges is traced from its early beginnings through to the present day, showing the contrasts in both configuration, style, performance and design techniques over the years.

Thoroughly researched, and lavishly illustrated with photographs and drawings, this book will become a useful reference for many years to anyone with a fondness for ship and design history, and for tugboats in particular.

*Authors: Robert G. Allan with Peter A. Robson.  
Publisher: Harbour Publishing Co. Ltd., Madeira Park, B.C., Canada. Price: CAD 99,95 excl postage and taxes. Payment by PayPal possible. Website: [www.harbourpublishing.com](http://www.harbourpublishing.com).*

#### **TugeZine-Exclusive discount reminder**

See the adverts.

Note that **Whittles Publishing** also has an option for **payment by bank**. If this is a requirement then first contact Whittles (see website), state your order and they will provide you with the necessary details.

#### **Cory orders Damen Shoalbuster 2208's**

The Cory Group is one of the UK's leading waste management and recycling companies. The new order is for two Damen Shoalbuster 2208-S multi-purpose tug / workboats to strengthen the existing fleet.

Ten years ago Cory ordered four Shoalbusters 2208-S. The new pair will have a range of updates and upgrades. These include

being IMO Tier III compliant with compact Selective Catalytic Reduction systems fitted to fuel-efficient MAN engines to minimize NOx emissions. The fender arrangement is also being upgraded to provide all-round protection to the topsides as they manage their barges.

Other improvements include upgrading the wheelhouses to improve sightlines, reduce reflectivity of the windows and maximize the overall space available. A dedicated aft control station will give improved sightlines back to the stern, and further customizations include removing the passage between the engine room and the wheelhouse to free up space for the aft control station and reduce sound levels in the wheelhouse.

The upgrades on deck will be mostly safety-driven and focus on improving the use of space, such as lowering the layout of the bulwark and pushbow to give improved views forward. The bow thrusters will be electrical, powered by three generators with a triple load parallel running system. This will deliver redundancy, be more compact and be easier to maintain.

The order is part of Cory's growth plans, with construction on a new Energy from Waste (EfW) facility due to begin next year. 'Riverside 2' will be Cory's second facility, once operational it will be one of the largest and most efficient EfW facilities in the UK, processing 650.000 tonnes of non-recyclable waste and generating enough electricity to power 140.000 homes each year.

#### **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 © 2022 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.

#### **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**

Dtpplus - 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](mailto:info@tugdoc.nl)

##### **Frank van Gils**

Van Gils Promotions

Tel: +31 (0) 653 888 26

Email: [frank.van.gils@planet.nl](mailto: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](http://tugezine.com) and register.